THE EFFORT FOR THE LAKE-TO-LAKE CANAL

WITH HIGH HOPES centered upon an early survey by government engineers as the final step necessary to definitely demonstrate the practicability of the Lake Michigan-Lake Erie barge canal by way of the Maumee river and Fort Wayne, the great project is upon the eve of the most important step forward that has been taken since a little company of far-seeing civic patriots launched the canal campaign in Fort Wayne nearly five years ago.

At this stage of the movement The Sentinel presents today its Waterways Section in which some of the men who have labored long and given unselfishly of time and money and effort in furthering the cause tell something of the inception of the enterprise, the steps that have been taken, the discouragements and the encouragements that have been met and some of the reasons why the canal is so vital, not alone to Fort Wayne and northern Indiana, but to the United States as well as a factor in maintaining the commercial supremacy of the country. In this symposium these men tell of their abiding faith in the enterprise, and of the grounds upon which it is justified.

Broad Scope of Movement.

No progressive movement ever launched in Fort Wayne has had a larger purpose in view or measures so broadly in its relation to the country as a whole. From the original suggestion of the canalization of the Maumee river between Fort Wayne and Toledo the idea has broadened and unfolded until the canal project has become national in scope—the connecting link necessary to complete a direct waterway route from Chicago to the eastern seaboard by the utilization of the Great Lakes and the magnificent New York state canal now nearing completion. It had commanded not only the interest but the commendation of waterways traffic experts, commercial bodies east and west, men at the head of vast business enterprises who realize the inadequacy of present transportation facilities and who see in inland waterways the solution of a transportation problem that is steadily becoming more acute for the reason that railway development has been entirely inadequate to keep pace with the country's increasing demands.

Gave Incredulous Smiles.

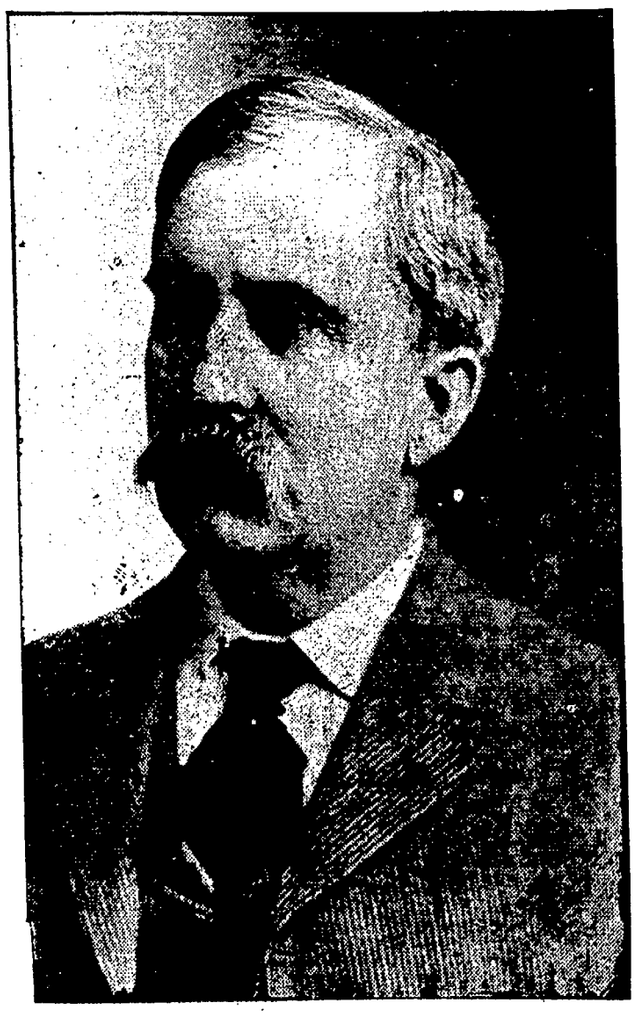
When Fort Wayne first began talking seriously of the waterway project nearly five years ago, it was difficult to awaken outside interest. Those in other cities who gave the matter any attention at all merely smiled incredulously and plainly regarded it as the scheme of a lot of fanciful dreamers. Even those towns and cities located along the proposed route or routes between Toledo, Fort Wayne, and Chicago were slow in grasping the situation and realizing the stupendous scope and importance of the enterprise.

Against discouragements of this character and with no possible hope of personal reward or gain, these Fort Wayne canal advocates pressed steadily forward, meeting rebuffs here and unconcern there, but with never an idea of abandoning the cause. It was a work big enough to inspire them, and they had a vision of the future that carried them over and beyond the impediments along the route to the culmination of the big enterprise. When the history of the completed canal shall be written, it will be unfortunate if these pioneers are not given full measure of credit for their undaunted courage and their unfailing tenacity of purpose.

Spreading Canal Gospel.

In the campaign for the canal, Fort Wayne started work with an appeal to congress to investigate the proposition from a national viewpoint with reference to its importance to commerce, and at the same time sought to enlist the active interest and assistance of towns and cities between Toledo and Chicago. Strange as it may seem, this was not an easy task. With the multiplicity of projects that come before each session of congress, the national solons were slow to manifest interest and still slower to declare themselves upon the canal project. Finally a resolution introduced by Congressman Gilhams to authorize a survey of the route was referred to a house committee and several Fort Wayne men appeared before the committee to urge the necessity and importance of the canal movement. There was no immediate action; the bill went over to another session.

UNDAUNTED CHAMPION OF WATERWAYS WHO HAS LED MOVEMENT FOR CANAL ALL THE WAY AND IS STILL FIGHTING FOR IT.



HON. PERRY A RANDALL.

But They Never Quit.

But there was no let-up in the campaign. Plans were laid for interesting all the towns and cities along the proposed route, and in most of these were found public-spirited citizens who rallied to the support of Fort Wayne. Auxiliary waterways associations were organized at Defiance, at Napoleon, Columbia City, Rochester, Michigan City, South Bend and other Indiana cities which stood a chance of being on the route of the waterway. P. A. Randall, C. S. Bash, F. B. Taylor and others made repeated trips to these cities, delivering addresses and stimulating interest in the project.

Congressman Cyrus Cline, who succeeded Mr. Gilhams in the lower house of congress, took up the fight for the canal very early in his official career, and he has lost no opportunity to further its cause by efforts that have been splendidly productive of results.

Waterways Convention Here.

Two years ago a waterways convention of fine proportions was held in Fort Wayne. It attracted delegates from a wide range of territory in northern Indiana, and the speakers included not only local advocates of the canal, but half a score of Indiana and Ohio congressmen. The culmination of the convention was a night meeting at Princess rink at which Senator Beveridge and Senator Shively were the principal speakers, and where each pledged himself to the extent of favoring a governmental survey to determine the practicability of the plan and the question of precise route.

It was soon after this that the canal project began to get real action. Leading the fight before the Rivers and Harbors committee of the house of representatives, Indiana congressmen succeeded in having the Toledo-Fort Wayne-Chicago canal project referred to the National Waterways commission for examination and report. Meanwhile Capt. Charles Campbell, of New York, one of the men who pushed through the construction of the New York state canal, was employed as special representative and conducted a vigorous evangelistic campaign in behalf of the canal through Ohio, northern Indiana and Chicago, devoting much of his time to the larger cities.

Army Engineers at Work.

Meanwhile instructions had been given the engineering corps of the United States army to make a preliminary survey of the proposed canal. That section of the route between Toledo and Fort Wayne was placed in charge of Col. John Millis, of Cleveland, while to Col. George A. Zinn, of Chicago, was entrusted the investigation covering the territory between Fort Wayne and Chicago.

These officers made their examinations, and while the reports were not made public, it quickly became evident that they were of a favorable character, and that both these officers believed the canal plan to be a practicable one. Col. Millis and Col. Zinn made repeated trips over the territory, and they have manifested a deep interest in the project, while carefully refraining from taking any position that might be embarrassing in their official capacity.

Waterways Commission Comes.

Last November the National Waterways commission made its trip of investigation over the route from Toledo to Fort Wayne, and conducted a public hearing in this city, at which advocates of the waterways presented their arguments in favor of the canal. Members of the commission making the trip were Senator T. E. Burton, of Cleveland, chairman of the commission; Hon. D. S. Alexander, of Buffalo, and Hon. John A. Moon, of Chattanooga.

They were accompanied by the army engineers, and in attendance at the hearing was a notable array of congressmen, including Cyrus Cline, of this district; Lincoln Dixon, of North Vernon; J. A. M. Adair, of Portland; H. A. Barnhart, of Rochester; Ralph W. Moss, of Center Point; John W. Boehne, of Evansville; T. T. Ansberry, of Defiance, and J. McC. Smith, of Charlotte, Mich.

Survey is Recommended.

But a few weeks ago this commission filed its report to congress, in which it recommended that a permanent survey be ordered and pointed out some of the commercial advantages that might reasonably be expected to result from the construction of the lake-to-lake canal.

Included in the annual rivers and harbors bill which has recently passed the national house is a provision for funds to defray the expense of the official survey for the canal. Those familiar with the work express the belief that provision will be made for the survey during the present summer, and they confidently declare that this survey, with the data furnished regarding the commercial demand for the canal will very shortly result in seeing hopes realized by the construction of this most important inland waterway project now before the American people.

How the Toledo, Fort Wayne and Chicago Canal Idea Had Its Inception

BY THOMAS J. LOGAN.

First Meeting, Held in Fort Wayne in November, 1907, Was Called to Consider Canalization of the Mumee River from Fort Wayne to Toledo.

DURING the fall of 1907 the public mind of the country had become agitated over waterway transportation, due to the fact of the dearth of railway facilities to carry heavy commodities quickly from one point in the country to that of another. Many of the business men of Fort Wayne had experienced much difficulty in the receipt of merchandise from foreign ports preceding this period, attributing it, of course, to the lack of shipping facilities. The psychological moment seemed to be at hand to hear from the people at a public meeting, and so the writer took the responsibility upon himself of calling the people together with a view of reaching a solution of the vexatious problem before them.

I consulted with a few prominent men with the view of obtaining their permission to attach their names to a certain letter which I had written and, when that was obtained, I wrote and mailed a very large number of letters to the business and professional men of Fort Wayne.

Call for First Meeting.

The following is a copy:

Fort Wayne, Ind., Nov. 7, 1907.—Dear sir: There will be a meeting held at the Assembly Room in the court house in Fort Wayne on the evening of the 16th of November, 1907, pertaining to the proposed development of the Maumee river from Fort Wayne to Lake Erie for navigation purposes. Judge Robert S. Taylor, a member of the Mississippi River commission, will be present and address the meeting; also, our member of congress, Hon. C. C. Gilhams. All the ex-members of congress from the Fort Wayne district will be invited to the meeting and asked to aid the people, by their advice, to obtain this inland waterway.

You are respectfully and urgently requested to be present on this occasion.

Very truly yours,
DAVID N. FOSTER.
CHARLES S. BASH.
CHARLES H. WORDEN.
B. PAUL MOSSMAN.
HENRY C. HOELTJE.
THOS. J. LOGAN.
Committee.

On the evening designated the assembly room in the court house was completely filled by an anxious and interested audience. No previous arrangement had been made for the selecting of a presiding officer. As I had been instrumental in issuing the call for the meeting, it was deemed proper that I should call the assemblage to order, and then a chairman could be selected by the people present. I suggested to Mr. D. N. Foster that Perry A. Randall would make a good chairman for the meeting, and, when he concurred, I suggested that as soon as I called the meeting to order and stated its purpose that he place in nomination Mr. Randall for the chairmanship. This was done and Mr. Randall became the chairman or president of the organization which was later established.

Hercules of the Movement.

Since that evening I have sometimes censured myself for being the initiative instrument of placing such a burden upon the shoulders of Mr. Randall. In looking backward over the years succeeding the evening of November 16, 1907, and realizing the amount of work which Mr. Randall has done, and what he has accomplished by his work in promoting the project of the canal, I attempt to palliate my conduct on that evening in the belief that some beneficent influence guided me in making the selection of Mr. Randall for chairman on that occasion. From that day to this Mr. Randall has been the "Hercules" to this stupendous enterprise.

It seems to me that to have attempted to move along in the work without Mr. Randall, and his influence, would have been as fatal to its success as it would have been since Shakespeare's day to have attempted to stage his masterpiece by leaving out the "Melancholy Dane" from the players' cast.

When the waters of Lake Erie and Lake Michigan shall meet each other in this international thoroughfare; when the commerce of our inland city shall be stimulated by the use of the barge canals, and when the blessings flowing from it are partially appreciated by the people I believe it will cause the name of Perry A. Randall to be honored as much, perhaps, as any other name connected with the public project of a lake-to-lake canal.

Judge Taylor Led Discussion.

The meeting above referred to was one of intense interest and earnestness. Judge Taylor lead in the discussion. Charles S. Bash, Frank B. Taylor, Stephen B. Fleming and a Mr. Harris, of Chicago, took part in the debate, as well as some others whom I cannot recall.

It will be noticed in the letter herein that the call was made for "the development of the Maumee river from Fort Wayne to Lake Erie." The first suggestion offered in this regard came, in fact, from Frank B. Taylor at this meeting. Judge Taylor referred to the fact that he and his son, Frank, were discussing this river project a short time before they came to the meeting and that Frank Taylor had made a suggestion to him which he wanted him to explain more fully to those at the meeting.

It was at this time and at this meeting that Frank B. Taylor set forth his idea of carrying the canal from here to Lake Michigan and making it a project of national importance. He explained that it would then become an avenue for inter-state traffic and if the project could be shown to be a feasible one the United States government would be enlisted to assume the burden of its construction. The idea was most fascinating; the people caught the practical thought at once. It was there that this embryonic idea had its birth and before the meeting adjourned an organization was formed and the name given to it of the Toledo, Fort Wayne and Chicago Waterways association.

Mr. Taylor Writes Booklet.

From this time on Mr. Frank B. Taylor was in the lime-light all the time. He was requested to write a little booklet, which he did, setting forth his reasons why the construction of such a canal was prudent, wise and economical. He showed us the contour of the surface of the earth between here and Lake Michigan, the summit levels, the contributing streams of water to the canal and the number of intersecting locks required between Lake Erie and Lake Michigan in its construction; and, finally, its value as a water power; as a connecting canal with the great lakes and the Erie canal through New York state; its value for military strategy, and, lastly, the intrinsic value of this canal in "the grand strategy of trade."

So complete and so valuable did we deem this little booklet that ten thousand copies were printed and many thousands were sent broadcast to individuals and organizations throughout the Union. Probably every congressman and United States senator in the United States received one or more copies.

The story told by Mr. Taylor was as fascinating as a novel. Our organization was quite convinced that when all other argument failed in "landing" a convert to the cause, we had just one final and last resort in reserve—"Frank Taylor's little pamphlet;" and, by its results, I am justified in saying in language more expressive than elegant, that with this administration, "they would fall for it every time." In fact the "little pamphlet" became our "bible," our "chart," our "guide," and our "constitution."

Mr. Bash and His Figures.

The third conspicuous worker in behalf of the canal, at the inception of the project, as well as ever since, was Charles S. Bash, of Fort Wayne. Others could see in a general way the benefits to be derived from an operating canal, such as contemplated, but Mr. Bash was able to demonstrate it by facts and figures. Mr. Bash has been for many years a sender and receiver of commercial products throughout the United States, both by rail and water transportation. He saw the unfavorable discrimination against inland cities, such as Fort Wayne, by the railroad tariffs in shipping products: the additional cost to the merchant and the ultimate and excessive cost to the consumer. These facts were always presented by Mr. Bash so convincingly that only one result could follow—absolute conviction that he was correct in his position.

And, so, in the beginning of the canal project, we had three individuals—we might call them the "triumvirate"—Mr. Randall, Mr. Taylor and Mr. Bash, who stand out most conspicuously, in my opinion, in giving it the most time and the most efficient labor, freely and without price, for the general welfare of the public and the public good.

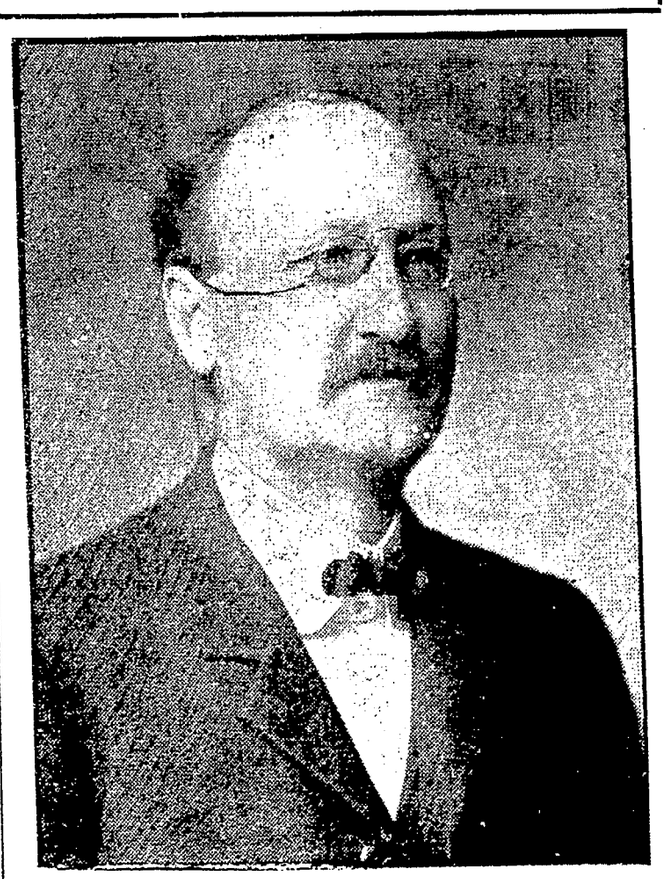
Gilhams Among Helpers.

It is a pleasure to add to the list of "helpers," in the initial work, of Hon. Clarence C. Gilhams, our congressman, at that time. Mr. Gilhams introduced the original bill in the house of representatives which requested of congress a governmental survey of the proposed route of the canal between Toledo and Chicago, via Fort Wayne, and for an appropriation of $50,000 to carry on the work. I have knowledge of the fact that Mr. Gilhams was so industrious in presenting the matter to his fellow congressmen, and so convincing with his array of facts concerning the benefits of the proposed canal, that he was successful in securing a hearing in Washington by a committee of the house to the Messrs. Randall, Bash and Taylor, on April 28, 1908.

On the argument and evidence submitted at the hearing, the committee of the house made an exceedingly favorable report in behalf of the canal, and recommended an appropriation by congress for a preliminary survey. Too much credit cannot be given Mr. Gilhams for his ceaseless work and untiring devotion to the canal project during his term in congress. No more faithful man could have been found anywhere.

When the construction of the canal becomes a reality; when the initial work and the men who did it shall be recorded in local history the history will not be complete unless it gives to ex-Congressman Gilhams tribute, both fair and just, for his efficient services and his loyal devotion to the cause of the Toledo, Fort Wayne and Chicago canal.

HE CALLED MEETING WHICH LAUNCHED MOVEMENT FOR THE CANAL.



THOMAS J. LOGAN,

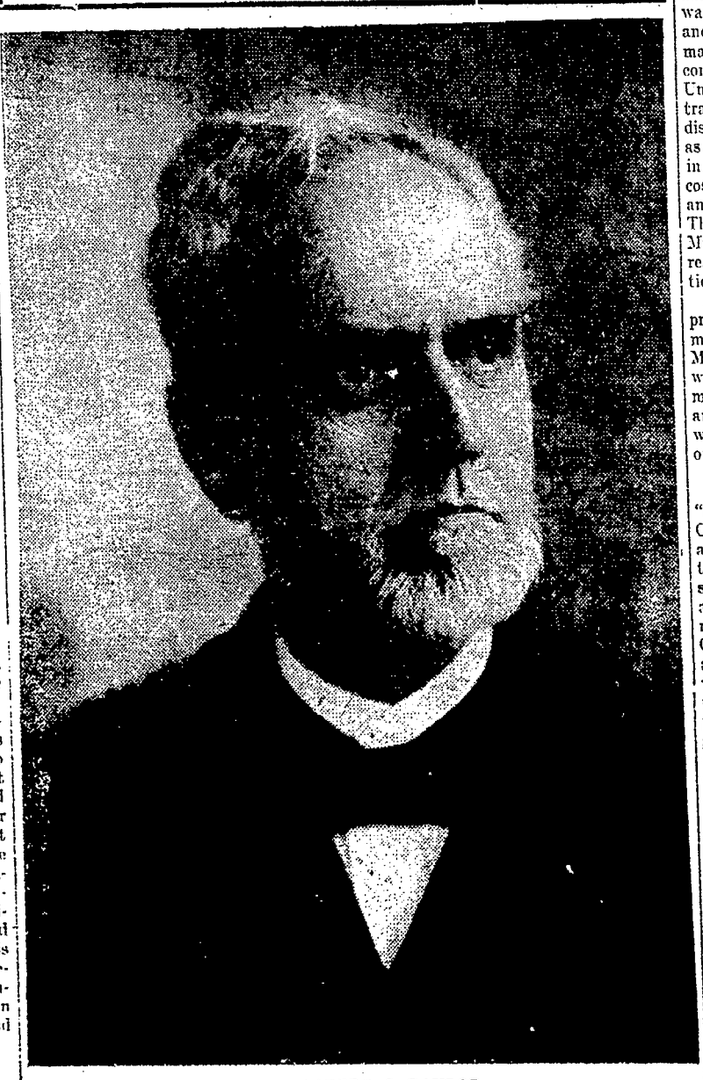
Secretary Toledo, Fort Wayne and Chicago Waterways Association.

First Saw Larger Possibilities in Canal.

FRANK B. TAYLOR.

Frank B. Taylor First Saw the Vision of the Larger Lake-to-Lake Waterway That Made the Movement One of National Importance.

DELIVERED FIRST ADDRESS IN BEHALF OF WATERWAYS ENTERPRISE.



JUDGE ROBERT S. TAYLOR.

Why I Believe the Michigan and Erie Canal Will Be Constructed

Hon. Thomas E. Ellison Reviews Some of the Work That Has Been Done, Cites the Fact That Indiana is the Gateway of Commerce, and Cites Valuable Statistics to Show the Need of the Toledo, Fort Wayne and Chicago Waterway.

(By Thomas E. Ellison.)

Mr. Alexander, of the National Waterway commission, said, when that commission held its meeting in this city last November, that "if the engineers say there are no serious physical obstacles in the way of its construction, and the cost is not prohibitive, the canal will in all probability be built. And if this commission and congress finds there is commerce sufficient to utilize and sustain it, it will be built very soon." Since that time the engineers of the war department have reported to congress that, from a superficial examination of the various routes, especially of the one via Fort Wayne, first, that there are no serious physical obstacles in the way of constructing the canal; second, that the cost is not prohibitive; and third, that there is sufficient commerce to most certainly warrant its construction.

Late Official Reports.

Since that time, the National Waterway commission, of which Senator Burton, of Cleveland, is the head, has made a detailed and exhaustive report, in which it says that this canal is the most important proposed waterway now under consideration, and they believe that an accurate survey of the route and a calculation of its cost should be made at once; that it is their opinion that when such survey is made, it will be apparent that the construction of the canal should not only be authorized, but ordered completed at once.

The rivers and harbors committees of the present congress have reported in favor of making a survey, and authorized the appropriation of money sufficient to make the same.

Of course, we who have followed the efforts that have been made by those who have been able to see into the future far enough and realize that there is great merit in the proposition, have had some opportunities to learn why these conclusions have been arrived at by these various officials.

But you say to me that the general public has not been fully informed upon the proposition, and ask that I furnish some of the facts and reasons that have brought about this consensus of favorable opinion that has been arrived at by these officials.

My part of the work, when the National Waterways commission was here, was to answer the question as to whether or not there was sufficient commerce to utilize and sustain a canal, such as is proposed to be built. Before answering this question, let me say, in a few general words, what I understand is the character of canal that it is proposed to be constructed.

Description of Canal.

It is to be a barge canal. It is to be deep enough so that vessels drawing 14 feet of water can pass through it. It is to be wide enough so that vessels can easily pass one another, when so loaded, that they will require that depth of water. Such a canal cannot be less than sixty feet wide on the bottom, and in many places, I imagine, it will probably have to be about 100 feet. Then to have sufficient slope as to banks, it would necessarily have to be not less than 100 feet wide, at the surface of the water; and because of the low altitude of the adjoining banks, it undoubtedly would be from 200 to 300 feet wide in many places. In my opinion, it will have to be dug on a low enough level to receive the waters of the St. Joe and St. Mary's rivers. If this be done, it will, in the main, follow the Maumee river to the east, and the lowlands to the south and west of the city to a point a short distance this side of Huntington, where it will make a turn to the northwest, so as to strike Lake Michigan not far from Michigan City.

Side canals and feeders will be made, so as to give access to it from South Bend, Elkhart, Goshen, Huntington and a number of other places on the upper or northeast side of the canal.

It is no part of my purpose to call attention to the opportunities for making a beautiful plaything out of this canal but such a vast body of water, the summit level itself being about 110 miles long, and of the width suggested, will to the sportsman and lover of fishing and boating create possibilties that can be better imagined than described.

Railroad Values.

To resume my argument, as I presented it to Senator Burton and his colleagues: "I called attention to the fact that in 1883-4-5, because of certain official duties I was called upon to perform, that I began to study most seriously the railroad values of Indiana; not of any particular locality, but of the whole state, and to some extent that of our adjoining states. I found that there was a very slight, general conception even then of the magnitude of the subject of transportation. I prepared a report upon these questions for the state tax board of Indiana, in which I characterized Indiana as the gateway of commerce within the United States.

My prophecies of what was coming to Indiana and the important part its locality would force upon it as a railroad center have even in these few years fallen as far short of the present truth, as much so as the brilliant declarations of Wendell Phillips and Jules Verne have of present accomplishment.

In 1904 I prepare for an International European congress a report upon Indiana conditions, along similar lines, in which I gave forth more prophecies that are now stale reading.

These investigations began to pry my eyes open, and I began to see; and hence have some right to claim that I am not an entire stranger to these questions.

The result of the investigations was to make me realize that I was trying to understand a proposition that nothing but years of study and probably actual experience would be sufficient to enable one to even more than imagine the great influence that such a work would have upon not only this locality, but the entire country. The ramifications of benefits that will come from such a work as this can only be thought of when the times comes, for the opportunities of taking advantage of the same has become apparent.

What of the Future?

I stand before this mighty project with head uncovered, realizing as never before that the limitations which are imposed upon us by our education, or rather the want of it, are appalling, when we come to pry into the possibilities of the future. Language and material comprehension are inadequate to portray the heights and depths, the lengths and widths of what this great and ever-growing land of ours has in store for us and our posterity. God alone knows what is before us, and as his ways are higher and better than ours, we must possess his insight if we would prophecy truly.

Railroads have peculiarly prospered in Indiana, and it is so because of the wonderful business they have had to do. You will see from the reports they have made to our state railroad commission that their total cost up to this time for construction and equipment is estimated at $1,944,956,754, on which their net revenue was $157,159,013.49, or 7.87 per cent., which surely ought to satisfy the most avaricious investor.

Indiana the Gateway of Commerce.

Let me go back to my gateway idea. If you will look at the map of the United States and study its topography you will see that, as all roads lead to Rome, so all freight coming from the great southwest, northwest and west, and eastward bound, or that contrawise, must pass across Indiana, because of Lake Michigan on the north and the rough country and mountains on the south. More tons of through freight cross Indiana than does over any other state of the Union. Draw a line from the southeast corner of the state to Lake Michigan. It will be 210 miles long, and all that way will be through open country. I mean by that, no cities or harbors which form objective points of transportation. There is no place in the United States where so many tons of freight would cross such a line as would cross this line.

There are only two regions where this condition can be excelled. One is by drawing a similar line from the south shore of Lake Ontario, through Buffalo and Pittsburg, to a point some fifty miles south and west of the latter city; or a line of similar length commencing on the north shore of Long Island, about twenty-five miles east of New York, thence southwesterly just west of New York, Philadelphia and Baltimore, ending some twenty miles south and west of Baltimore.

The vast tonnage of freight that is brought to the great trunk lines of railroad that cross Indiana from the west is almost beyond belief. This route cannot be changed; it always will come this way, and the government may depend upon those millions of tons each year to utilize the canal.

Indiana's Rank Agriculturally.

Indiana is the thirty-fifth state in size in this Union. Yet in 1909 it held the position of seventh among the states that contributed most to the aggregate value of all the corn, wheat, oats, barley, rice, buckwheat, flaxseed, potatoes, hay, tobacco and cotton raised in the entire United States.

The value of such of those crops as grew in Indiana in 1909 was $196,380,000.

Indiana's Manufactures.

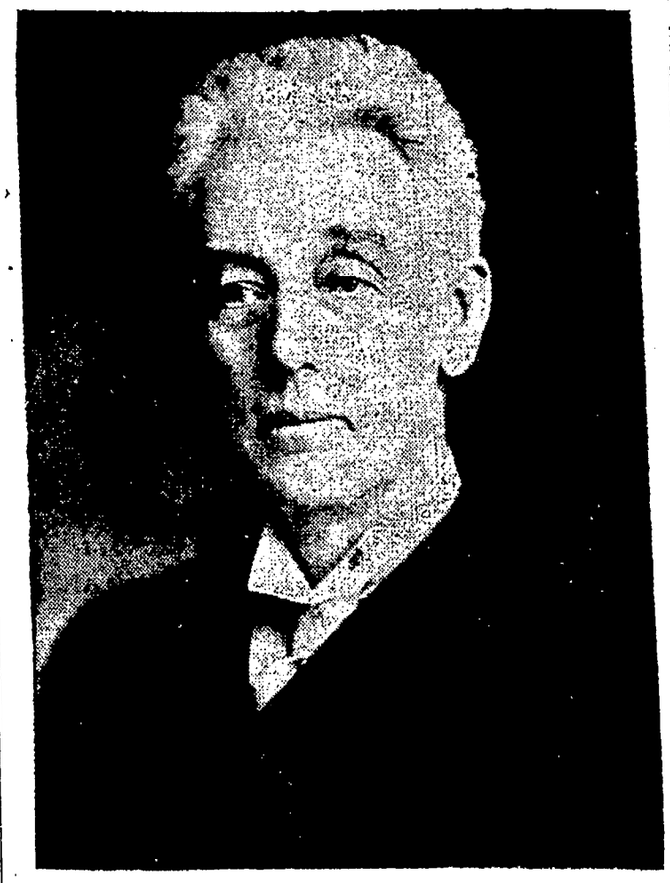
In addition to the value of its crops, the value of Indiana's manufactured products was $578,728,000. Of that value, there had been added in the factories $244,574,000.

Thus you see that in addition to the freight that must come into Indiana to reach a market, there is no inconsiderable amount produced in the state itself, or needed for its factories.

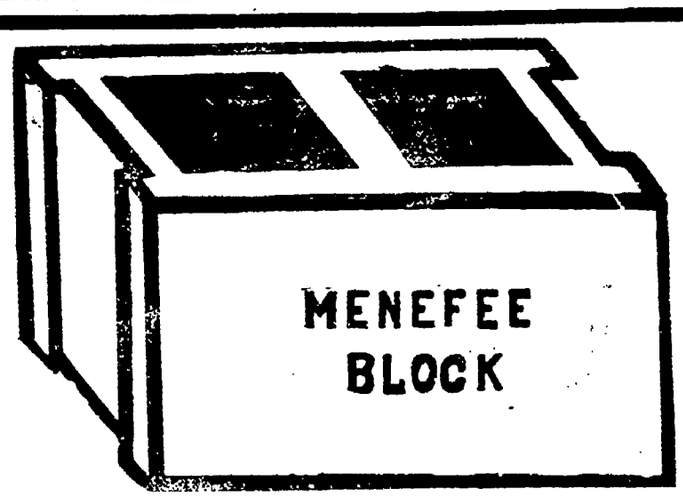
From 1905 to 1909 Indiana's manufacturing plants grew 47 per cent. They have grown more in the past two years than in any similar part of that period.

(Continued on Page 26, Columns 1-2.)

TELLS WHY HE HAS FAITH IN THE GREAT BARGE CANAL ENTERPRISE.



HON. THOMAS E. ELLISON.



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WHY I BELIEVE THE MICHIGAN AND ERIE CANAL WILL BE CONSTRUCTED

(Continued from Page 25.)

To revert to its agricultural products, and keeping in mind its relative size, the United States census of 1909 shows that its corn crop in 1909 was worth $98,437,968; as to which crop it stood fourth. As to wheat, the value was $33,593,141; its relative standing, eighth. As to oats, $18,928,706; relative standing, seventh.

Indiana's Corn Crop.

Indiana in 1910 had the highest yield per acre of any of the great corn-growing states, 39.3 bushels. Its aggregate yield this year was 201,216,000 bushels.

Indiana, with 5,120,000 acres in corn, raised almost as large a crop in quantity as Nebraska, with 8,000,000 acres, and because of its location, produced a crop worth some $15,000,000 more than that of Nebraska.

Indiana in 1910 raised more winter wheat than any other state, except Kansas, viz., 40,981,000 bushels; Kansas raised 60,060,000 bushels. These quantities were only excelled by Minnesota, with 94,080,000 of spring wheat, and South Dakota with 46,720,000.

Indiana is primarily an agricultural state, and the great bulk of its crops will be produced in the northern half of the state, near the proposed canal.

Population, Factory Workers and Fort Wayne.

Of its 2,700,000 people, over 110,000 work in its factories; and by way of digression and on account of local pride, I might say that Fort Wayne is third of Indiana cities in its standing as a manufacturing center; second in growth, and second, when all the excellencies that are usually considered in looking at the advantages that go to make a locality a desirable place for manufacturing. It is only second to Indianapolis in its railroads and shipping facilities, having eleven outlets by steam and four by interurban.

In 1909 it gave employment to 13,725 wage earners in its factories, and nearly 200 clerks in and about the factories, and this did not take into account those employed in its railroad shops, some 3,100 or 3,200, nor in its other industrial pursuits, which give employment to several other thousand men and women (compiled by inquiry at factories.)

The value of products manufactured in Fort Wayne factories in 1909, was $23,687,000, an increase over 1904 of 69 per cent. The added value given by our factories to their products was $12,272,000, a gain of 75 per cent. in five years. The capital invested was $20,346,000, a gain of 65 per cent. The wages paid, $60,818,000, a gain of 49 per cent.

Its postoffice receipts for the last fiscal year was $356,638.62, a gain of $245,586.13 in the past ten years.

Thus, while Fort Wayne is the 75th city in size in the United States, its postoffice receipts gives it a business rank of about 50th.

The Movement of Freight in United States.

To premise, I shall now call your attention to the total amount of freight moved in all the United States on railroads.

Total freight in all United States on railroads:

Tons moved	1,525,215,800
Railroad revenue	$1,720,863,413.00
Revenue from each ton hauled	105.21
Rate per ton per mile	.75
Average number tons per mile railroad	6,903.00
Average distance hauled, (miles)	138.91

The United States is divided into eight groups for comparison:

Group 1. New England States—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

Group 2.—Middle States.—New York, New Jersey, Pennsylvania, Delaware and Maryland.

Group 3.—Central Northern States—Ohio, Michigan, Indiana, Illinois and Wisconsin.

Group 4.—South Atlantic States—Virginia, West Virginia, North Carolina, South Carolina, Georgia and Florida.

Group 5.—Gulf and Mississippi Valley States—Alabama, Mississippi, Kentucky, Tennessee and Louisiana.

Group 6.—Southwestern States—Missouri, Arkansas, Texas, Kansas, Colorado, New Mexico and Oklahoma.

Group 7.—Northwestern States—Iowa, Minnesota, Nebraska, North Dakota, South Dakota, Wyoming and Montana.

Group 8. Pacific States—California, Oregon, Washington, Nevada, Arizona, Utah and Idaho.

Group 2 the Middle States.

I wish to first give you the figures of what are known as the Middle States. Because of their great harbors and great population, they demand the movement of the largest quantity of merchandise that is transported to and fro across our country.

Miles of railroads	28,169
Tons moved	587,830,961
Railroad revenue	$450,930,916
Revenue from each ton hauled	76.71c
Rate per ton per mile	0.64c
Average number tons per mile R. R.	20,805
Average distance hauled (miles)	120.49

You will notice that the average distance freight was moved on all railroads was practically 138 miles.

In these Middle States, the average haul for each ton was 120 miles, near enough, to the general haul, to make you know that a large part of that freight originated or was destined to points outside of such Middle States. So to make your comparison just, you should deduct from the 587,000,000 tons of freight moved in the Middle States at least that part which is gathered into Buffalo, and similar centers from points other than those located in the central group, such tonnage as came from Minnesota, etc., but which is transported from Buffalo, etc., across the Middle States group to tide-water.

Group 3 the Central Northern States.

The Central Northern States, as you know, are Ohio, Michigan, Indiana, Illinois and Wisconsin, and the freight movement in this group is as follows:

Miles of railroads	69,799.
Tons moved	544,766,825.
Railroad revenue from freight	$482,955,060.
Revenue from each ton hauled	88.65
Rate per ton per mile	0.68
Average number of tons per mile R. R.	7,805.
Average distance hauled (miles)	130.86

You see, from these statistics, that the movement of freight in these Central States as compared with the Middle States is as 544,000,000 to 587,000,000 tons.

The railroad revenue from freight in the Middle States is $150,930,916 as against $482,955,060 in the Central Northern States.

Indiana's Freight.

I will call your attention to a few statistics in Indiana, given by our railroad commission, so we can compare Indiana with the other states in its particular group:

Revenue from freight alone in Indiana	$ 76,076,484.18
Number of tons of freight per train mile	11,197.37
Receipts per ton of freight per mile	62.47
Railroad tonnage in Indiana	116,097,749
Total cost of road equipment and general expenditures	$1,904,956,754

That I may more certainly prove that Indiana is the gateway, let me repeat one of these important facts. There was handled in Indiana over 116,000,000 tons of freight, while in this whole group, 544,766,825 was the tonnage. If the Indiana railroads had only hauled their proportionate part of the tonnage of the Central Northern States, they would have hauled a little less than 77,000,000 tons; the difference between that and the 116,000,000 tons actually hauled, nearly 40,000,000 tons, shows how much more than its proportionate share was moved across Indiana.

Notice the amount of net revenue produced in Indiana when considering the total cost of the railroads and their equipment up to this time. In doing so you will see that some of the water that usually gets into such accounts has been preserved to build this canal. No other inference can be avoided, when you see that the net revenue is 7.87 per cent of the total cost, etc., up to this time. There is no doubt that a canal, such as I have been speaking of, would receive a liberal portion of these vast quantities of freight.

Other Sources of Freight.

In addition to this source of business, another supply of freight for this canal, will come from the freight that now goes by the lakes through the Straits of Mackinaw, for many reasons. This canal would be open for navigation at least sixty days in spring and fall, when the Straits of Mackinaw are frozen over, and hence, would find its way through this canal instead. The lengthening of the season will depend on the Erie canal and the New York winters rather than those of Indiana.

Convincing Conclusion.

In concluding my argument to the national waterway commission I gave as the result of my study of this question, that in my opinion one-half of the trans-Indiana freight crosses the west line of the state on the railroads, within twenty miles of Lake Michigan or about fifty-eight million tons; that an additional 25 per cent crosses the canal or comes within twenty-five miles of Fort Wayne; and that the other 25 per cent is given over to the railroads that run through and south of Indianapolis. A glance at the map will show you the truth of this, because so many of the railroads cross the state now at a right angle with either the east or west lines of the state, that they are compelled to and will bring the freight to some point either across or close to the canal, and at no place more than twenty-five miles south of Fort Wayne.

It was indeed somewhat flattering to me to find, when the commission made its report to congress, that it inserted bodily in its report, as its judgment in the case, the opinion I had hazarded as to the extent of the business that would be naturally attracted to this canal.

I look upon this canal as the greatest proposition that has been brought before us for examination, and I believe that the benefits that will flow from its construction, which I have as much faith in as any material thing under heaven, and that when so constructed those who get the benefits from it will rise up and call those blessed who have had faith enough in the idea to believe that all good things come to those who patiently wait therefor.

Supreme Importance of Waterways

The National Rivers and Harbors congress, representing in its membership every section of the country and every form of business activity, assembled in its eighth annual convention, made the following declaration of its principles and policies:

(a) We urge the adoption by the government of a broad, liberal, comprehensive, systematic and continuous policy of waterway improvement, a policy which has been heretofore unanimously pledged by the great political parties of the country in convention assembled, which pledges have not as yet been redeemed.

(b) We urge the continuance by congress of the policy of annual appropriations for rivers and harbors and connected waterways so long advocated by us and which was adopted by the sixty-first congress. We congratulate the people of the United States that the president, their representatives in the national legislature and the executive agencies of the government are alive to the nation-wide demand for a broad and comprehensive policy of waterway improvement and the sentiment favoring liberal appropriations therefor.

(c) We re-affirm our belief in the supreme importance of improved waterways as an essential element in the development of our country and that such waterway improvements as have been recommended by the government engineers and approved by congress should be completed as rapidly as physical conditions will permit. To this end we urge the adoption of the continuing-contract system wherever practicable, believing that the government work should be carried on with the same regard for economy, efficiency and quick results as are required, expected and demanded in private enterprises.

(d) We reiterate our belief that the minimum annual appropriations required to carry forward waterway improvements on a scale commensurate with the importance of the work to be done, is fifty millions of dollars, and call attention to the modest aggregate required for constructive works of permanent and lasting benefit compared with government expenditures for other purposes, and we further believe the results to be obtained will be of such value to all the people of this country as to justify the issuance of bonds for works of permanent character, in such sums from time to time as may be required in any year to supplement the amount available from current revenues, to the end that the work of waterway improvement may not be halted.

(e) We submit the waterways improved or created by the federal government by the use of money contributed by the whole people of the United States should be free for the use of American ships in fair and open competition and on equal terms, without the payment of tolls; but we contend that a water carrier, owned, controlled or operated by a competing land carrier, is unfair competition, and in order to preserve to the whole people the benefits of continued, fair competition so that the beneficent influence of open waterways shall not be nullified by hostile interests, we recommend the enlargement of the powers of the interstate commerce commission, to the end that the commission may more effectually regulate competing land and water carriers and competing water carriers, and provide for the interchange of traffic.

(f) We realize that the full fruition of benefits from improved waterways is dependent upon the provision of adequate terminals and earnestly urge upon all local interests concerned to at once start the work of providing adequate and properly equipped terminal facilities, so that water borne commerce may be handled with the minimum of cost and labor and the maximum of efficiency and care.

(g) For the purpose of encouraging and developing the use of American coastwise and inland waters; compiling and disseminating data and other useful information concerning present and future opportunities for their use, we request that the congress, by suitable legislation, provide a bureau presided over by a chief under the department of commerce and labor, or devolve the foregoing duties upon some existing bureau.

Northwest Is Moving Extensively In Developing Its Waterways

Advancement all along the line is the keynote of the annual report of Major J. J. Morrow, U. S. A., to Washington concerning river and harbor development in the Pacific northwest. This report includes the Crater Lake National park, the Columbia river and its tributaries above the mouth of the Willamette, and the rivers and harbors of Tillamook and Siuslaw, in Oregon.

Of special importance was the success encountered in the employment of hired labor on the Celilo canal. A large portion of the construction work was done entirely by hired labor, at a total expense, for both men and equipments, of $618,490.81. Major Morrow says he finds this method more advantageous than letting contracts, because of its greater flexibility, and says that it is the intention to expend the available funds in further construction by this method next year.

On the Dalles-Celilo project the State Portage road has been extended, and The Dalles has been its western terminus since April.

On the Coquille river, the jetties are in good condition and the entrance channel has been maintained at not less than nine feet at low tide. A snag scow operating near Bandon, by hired labor, has removed 1,505 snags at a cost of $5,271.97. The river is now practically cleared of snags. A new combined snag and drill scow has been completed since last fall at a cost of $6,661, and is now at work blasting rock on the Coquille river.

Between Vancouver, Wash., and the mouth of the Willamette the channel is regarded sufficient for all present needs. The channel from Hayden Island to the Washington shore carries a ruling depth of eleven feet at low water.

Improvements on the Siuslaw during the past year have been conducted by the Port of Siuslaw, a municipal corporation authorized by the government to assist in the construction of jetties. The port of Tillamook has also carried on active work on Tillamook bay and bar, which resulted in maintaining the projected depth of nine feet at ordinary high water in the channel between the Bay City and Tillamook. At this place the total average haul, rivers and ocean, for all articles except lumber, is now 189 miles; for lumber, 620 miles.

The total expenditure for improvements on rivers and harbors in the first district for the past fiscal year has been $990,593.32.

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Fancy large 2-year-old, 20c each.

Fancy Cannas, 5c each.

Elephant Ears, 3 to 10c each, at Bash's Seed Store.

Sentinel Want Ads. Pay.

If It Looks Like New It Has Just Come From the

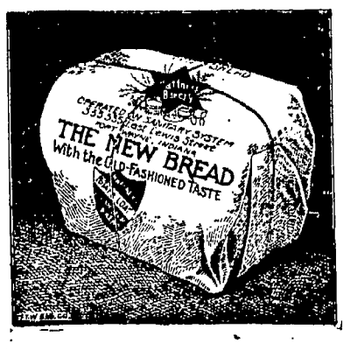
REGIS FRENCH

Dry Cleaning Co.

Phones 2198; Works 859
1205 CALHOUN ST.

Fort Wayne's First, Best and Largest Cleaning Co.

Fort Wayne is Noted for Many of Its Products, But Here is One That Stands In a Class By Itself



Mother Never Made a Better Bread than this

Contains the meat of the potato and the meat of the wheat, made only by the old reliable

Fort Wayne Drug Company

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PHONE YOUR ORDERS TO US

Our complete stock of everything in BUILDING MATERIALS enables you to concentrate your purchases, thus saving delay and annoyance.

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Fort Wayne, Indiana

MANUFACTURERS OF

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Specialty, Quartered Oak for Interior Finishing

Try our low grades of Maple and Oak for farm buildings, coal sheds, etc.

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1st. Change of corporate name to CITY AND SUBURBAN BUILDING COMPANY.
2nd. Removal to second floor, Calhoun Street front, Shoaff building.
3rd. Increase of capital stock from $75,000 to $160,00 common stock, fully paid.
4th. This Company built over 11% of al lthe frame houses erected in the city in 1911.
5th. Modern homes will be built to order on either the cash or payment plan.

City and Suburban Building Co.

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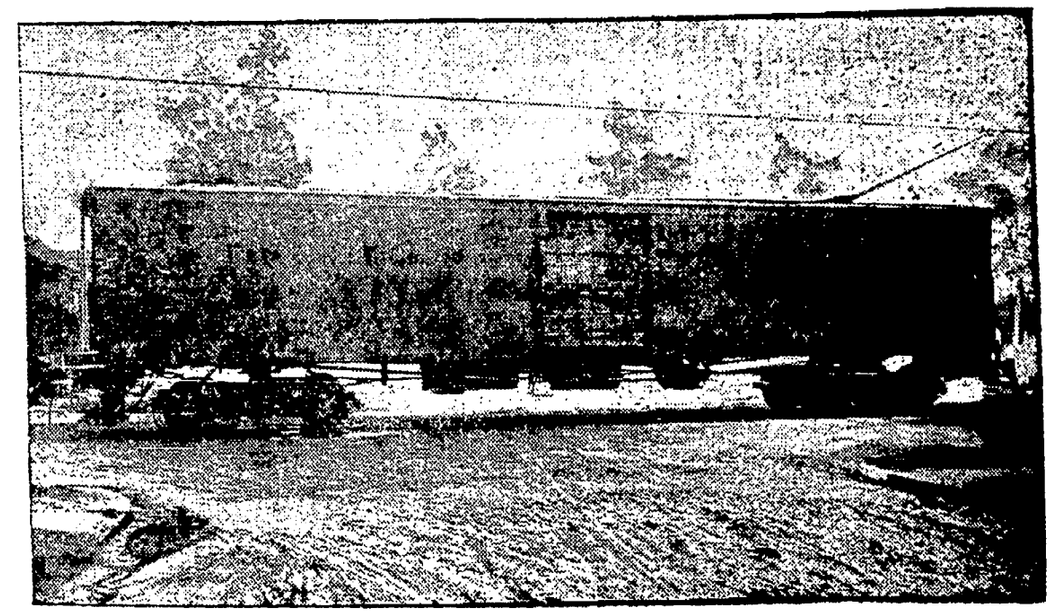
Try The Sentinel Want Columns

FAST FREIGHT SERVICE

Freight Train



Type of Freight Car

EXPRESS SERVICE AT FREIGHT RATES

TO NEARLY ALL POINTS IN INDIANA AND OHIO

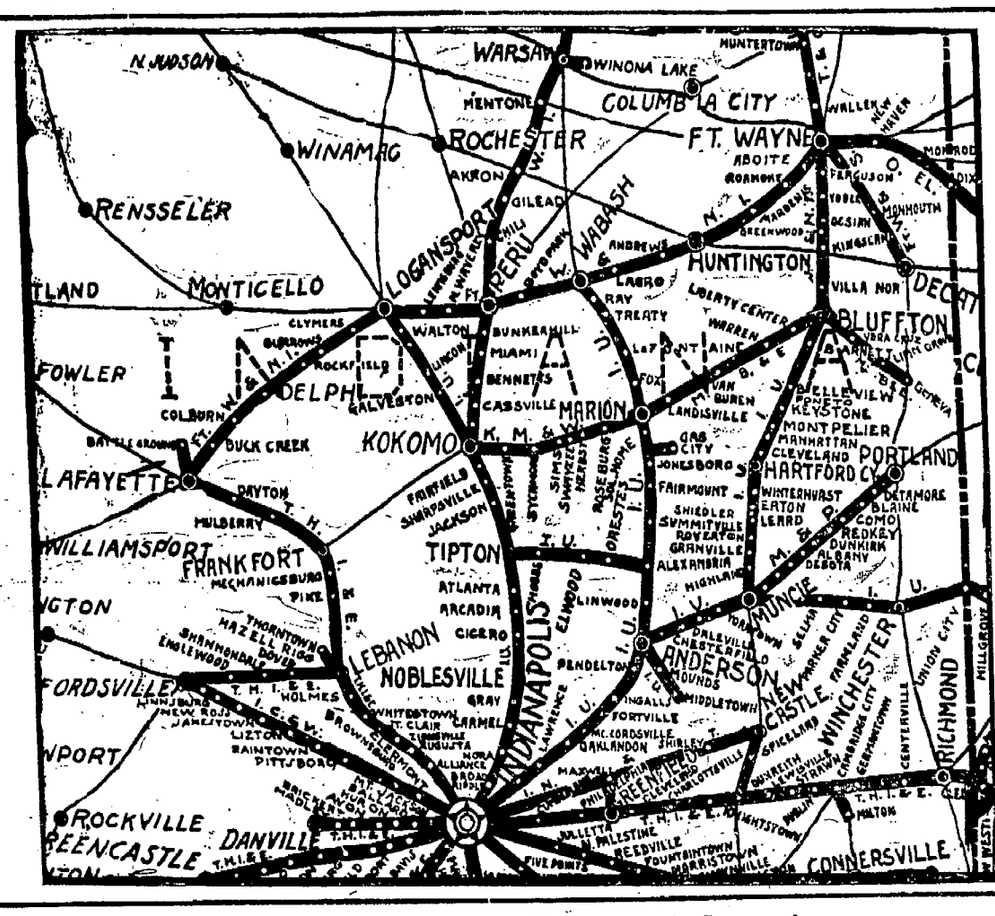
SCHEDULE OF TRAINS

LEAVE FORT WAYNE
4:00 A. M. 11:00 A. M.

ARRIVE LAFAYETTE
10:00 A. M. 5:00 P. M.

LEAVE FORT WAYNE
6:00 A. M. (Through Train)

ARRIVE INDIANAPOLIS
11:30 A. M. (No Change)



Map of Ft. W. & N. I. T. Co. and Connections

LOCAL SCHEDULE

FORT WAYNE . . 4:00 A. M. 11:00 A. M. 3:00 P. M.
HUNTINGTON . . 5:00 A. M. 12:20 P. M. 4:30 P. M.
WABASH . . . 6:30 A. M. 1:30 P. M. 5:15 P. M.
PERU . . . 7:00 A. M. 2:20 P. M. 6:15 P. M.
LOGANSPORT . . 8:15 A. M. 3:20 P. M. 7:00 P. M.
DELPHI . . . 9:00 A. M. 4:15 P. M.
LAFAYETTE . . 10:00 A. M. 5:00 P. M.

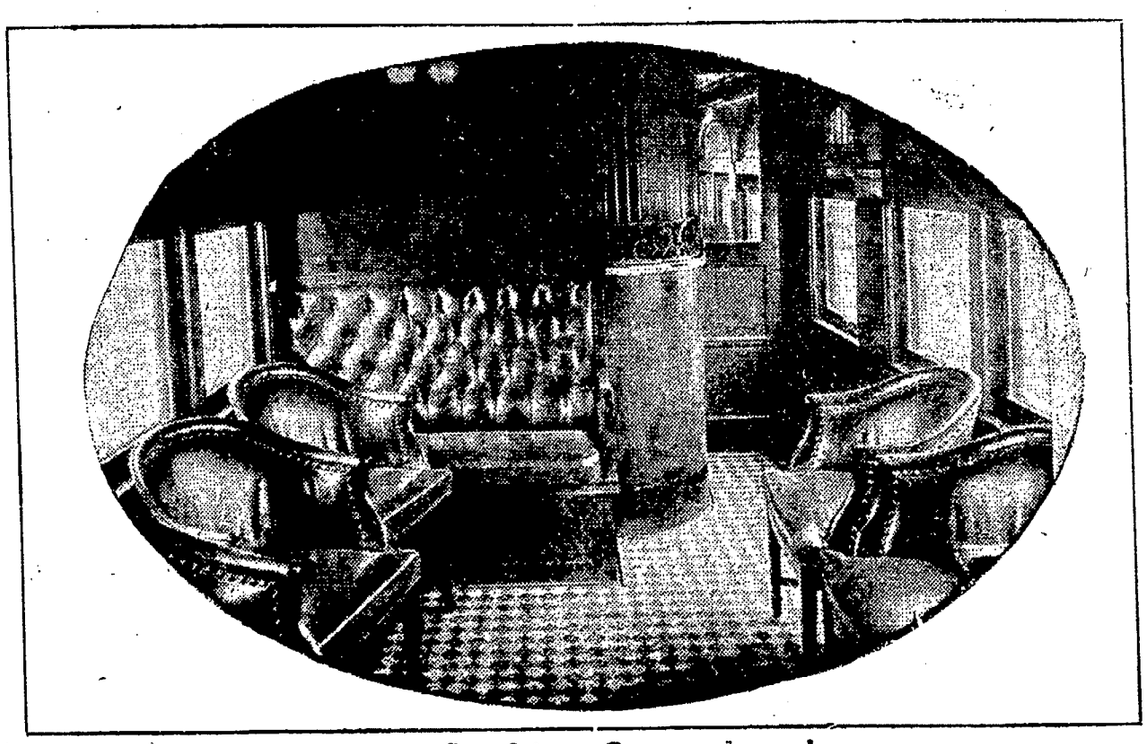
FORT WAYNE . . 8:00 A. M. 1:00 P. M.
BLUFFTON . . . . 9:00 A. M. 2:00 P. M.

FREIGHT SERVICE

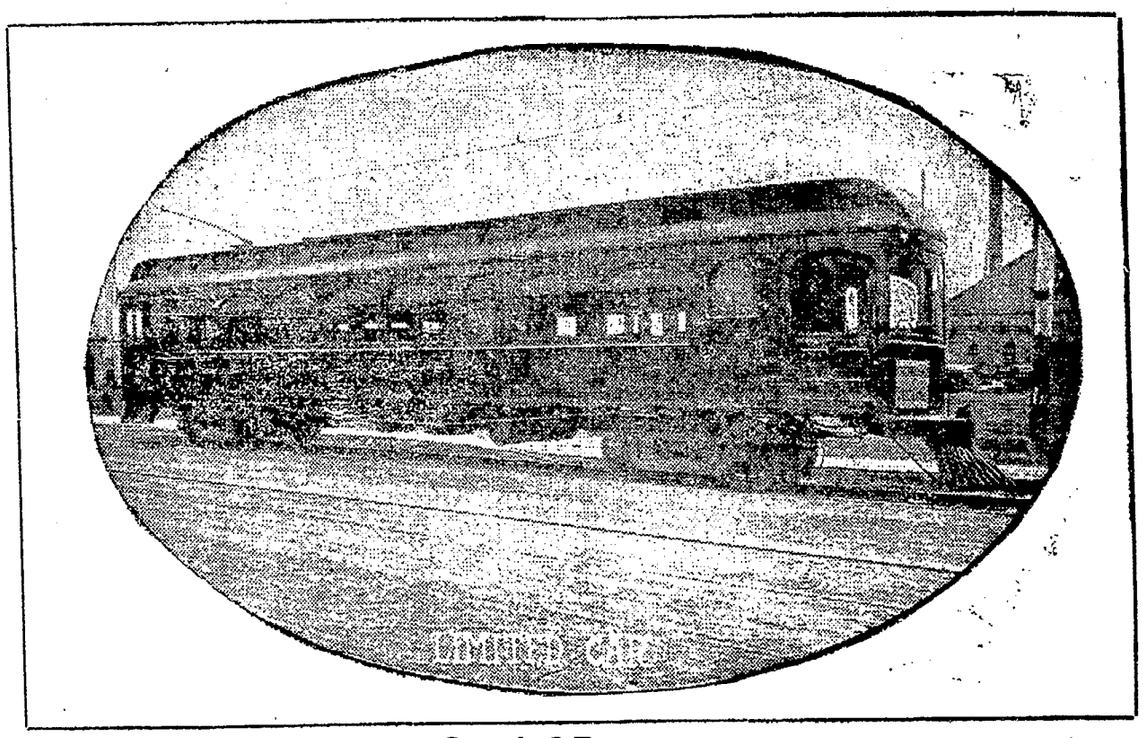
FORT WAYNE TO LAFAYETTE in 6 hours
FORT WAYNE TO INDIANAPOLIS in 5½ hours
FORT WAYNE TO TOLEDO in 5 hours

FREIGHT SERVICE

FORT WAYNE TO LIMA in 2½ hours
FORT WAYNE TO DECATUR in 1½ hours
FORT WAYNE TO KENDALLVILE in 2 hours



Smoking Compartment



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FORT WAYNE & NORTHERN INDIANA TRACTION CO.

Old Wabash and Erie Canal Gave Fort Wayne Its Start to Greatness

Brief Glimpse Back Into Days of the Past When Early Waterway Played Important Part in Pioneer Development of the City —Lewis Cass Spoke at Celebration of Its Completion in 1843.

Talk as much as we may and do about the debt we owe our steam railroads and interurban lines for the commercial greatness that has come to Fort Wayne, we owe no less a debt to our waterways. It was our rivers that gave Fort Wayne its birth, brought here our first settlers, and first put in motion the wheel of commerce. And, coming later, it was our old canal, the Wabash and Erie canal, long since abandoned, that inaugurated the swifter march to the Greater Fort Wayne.

In early Indian and pioneer times the birch bark canoe and the flatboat, with their merchandise and human freight, ploughed the Maumee, the St. Joseph's and the St. Mary's rivers. They gave this new country its start in business life. Up and down its streams they came and went, making the scene around the old fort and near the trading posts a busy appearing one as the boats arrived and departed. We owe much then, we repeat, to our rivers.

Long years passed and, with the exception of the overland Indian trails and the later rough wagon roads, the rivers were our only travelways, our only means of communication with the outside world. Over them came LaSelle, the first white man who stepped foot on soil which is now the city of Fort Wayne as an explorer, and later came the trader, the missionary, and the long list of early pioneer settlers whose names it might be interesting here to recall—the men who paved the way to the religious and material happiness and prosperity which we now enjoy and of which we so proudly boast—the Fort Wayne of today, the metropolis of Northern Indiana.

Then Came the Canal.

Then came the canal, and at the time of its commencement, in 1832, Fort Wayne was a village of not over 400 population. Its building was a gigantic undertaking, vastly greater in those days than it would be now. But herculenian as was the work, it was accomplished, a flood of praises to the tireless energy and heroic sacrifices of the early pioneers who made its building possible. It was an artificial waterway extending from Toledo on Lake Erie to Fort Wayne, and then to Lafayette, 213 miles in length, uniting the waters of the great Ohio lake with those of the Wabash river, and in the course of their running with the Gulf of Mexico—a man-made waterway, the boats of which were propelled by mule power.

To the generation of this day the Wabash and Erie canal is but a tradition, a sort of romance. Yet there are still living, however, many to whom it is a memory. Their thoughts often go back to those days when the mule-drawn freight barges and the more pretentious packets were daily arrivals at the Fort Wayne wharves, when the canal was a potent reality, the chief factor in the town's commerce.

The canal had long been a cherished plan with our early settlers. It did not assume definite shape, however, until the twenties of the nineteenth century had commenced, and to Samuel Hanna and David Burr, of Fort Wayne, belong principally the glory of its accomplishment.

They secured, in 1827, an act of congress granting to the state "every alternate section of land, equal to five miles in width, for six miles on both sides of the proposed line and throughout its whole length, for the purpose of constructing a canal from the head of navigation on the Wabash at the mouth of the Tippecanoe river, to the foot of the Maumee rapids." This amounted to 3,200 acres for every one of the miles of the proposed work. By a subsequent act, a similar grant was secured in Ohio, from the Indiana boundary to Lake Erie at Toledo.

Met With Opposition.

Then, as now, works of progress met with opposition. The scheme of building this canal had its opponents and they fought it bitterly, but in an election held, at which its construction was an issue, Mr. Hanna, who championed the measure, was elected to the state legislature. He secured the passage of an act accepting the government grant and also an appropriation of $1,000 from the state for its survey, etc. After this the state negotiated a loan of $200,000 for its construction, and from the sale of the canal lands $2,651 was secured. Then, in 1832, the work on the canal was begun. It was a tremendous task, accompanied with many delays and financial difficulties, and it was not until 1835 that it was completed as far as Lafayette, and not until 1843 that it was completed to Toledo. This event was celebrated on July 4 of that year with a grand public demonstration, held here, at which General Lewis Cass was the principal speaker. The attendance was very large at this demonstration, among those present being prominent men from Toledo, Cincinnati, Detroit, Cleveland and other cities.

The Commercial Benefit.

The commercial benefit and importance of the canal was great and it did more to give to Fort Wayne its early impetus than all other agencies combined. Under its influence as a trade and settlement stimulus all of the important towns through which it passed, Huntington, Wabash, Peru, Lafayette, Logansport and Delphi, prospered. Not until the days of railroads, in the declining years of the fifties, did the commerce of Fort Wayne begin to forsake the old waterway. Then the city passed forever from an interesting era, the canal era, that people still love to talk and read about.

The commercial center of Fort Wayne during this canal era was around Columbia street, east of Calhoun street. The canal through the city partially run along where now are the tracks of the Nickel Plate railroad, and it was there the canal docks were located. The business houses that lined the docks then in solid rank have faced right-about and now front on Columbia street; but if one goes to the rear of them he can still see the lettering of the signs on them as they appeared then.

Brought Business Hustle.

The event of the day those years ago was the arrival of the canal packet, bringing its passengers. It was drawn by better mules than those that tugged at the slower freight boats, and it was larger in size and fitted up comfortably for the journeys of those on board. A packet's approach to the town was always announced by the blowing of horns from the dock and soon a great crowd of villagers were there to see the new arrivals. Fort Wayne was the largest town along the canal, and, as a consequence, it caught the most incomers and visitors. They hurried off to the public houses or were taken in charge by friends, and then the horn sounded again and the packet resumed its journey. The arrival of the freight boat did not create as much public interest, but, nevertheless, it was an event of importance. On it the merchants received their goods and many of the residents consignments of freight. It was the passenger packet that brought to Fort Wayne many early pioneer settlers, some of whom lived here through the years of the nineteenth century and passed over into the twentieth.

First Canal Boats.

The first canal boat at Fort Wayne was one built in 1834 by F. P. Tinkham. In the following year Captain Asa Fairfield had a boat built. It was called the Indiana, and on the Fourth of July of that year it made its initial trip to Huntington, carrying from here a party of Fort Wayneites to attend the celebration of Independence day at Huntington. A glance over the names of the passengers on the Indiana that day will show how completely death has done its work in the seventy years that have passed since then. Those on board included Dr. L. G. Thompson, Judge Samuel Hanna, Allen Hamilton, Samuel and William Edsall, William G. and George W. Ewing, Francis Comparet, Captain J. B. Bourie, William Rockhill, Col. John Spencer, D. H. Colerick, Jesse L. Williams, L. P. Ferry and James Barnett. Not one of the number is living today.

After this the packets made trips between Fort Wayne and Huntington every day. In 1843 Samuel and Archie Mason began running packets between Toledo and Fort Wayne, and in the summer of 1844 a regular packet line was organized by Samuel Doyle and William Dickey. They had eleven boats. Among the well known old packet captains were Thomas B. Filton, W. S. B. Hubbell, M. Van Horne, John M. Wington, Byron O. Angell, Clark Smith, William Sturgis, Benjamin Ayres, Joseph Hoskinson, William Phillips, George Alvord, Nathan Nettleton, James Popple, Elias Webb, Thomas B. McCarthy, William Daley, George D. Davis and J. R. Smith. In 1854 the operation of the Wabash railroad began. It practically paralleled the canal, going through the same towns, and soon resulted in the abandonment of this waterway forever.

Aided Its Destroyer.

It was on this old Wabash and Erie canal that the first steam railroad locomotive was brought to Fort Wayne. It came here from Toledo loaded on a canal boat, the death knell of which, when the locomotive made its first journey over the scrap-iron rails, the shrieks of a steam whistle sounded, for with the advent of the railroads the doom of the canal as a common carrier was sealed.

This locomotive was for the use of the Ohio and Indiaan railroad. It arrived here on June 4, 1854, in charge of R. W. Wohlfort. He landed it at the foot of Lafayette street, and almost the entire population of the town was at the canal docks to see it unloaded, for it was the first railroad locomotive the great majority of them had ever seen. It was run on this newly constructed road entering Fort Wayne for several years. It was of an early type and finally it gave way to one of an improved pattern. Then it was run into the company's warehouse here, where it remained for some time as an object of curiosity, finally, however, being consigned to the scrap pile.

HE DELIVERED ADDRESS IN FORT WAYNE TO CELEBRATE COMPLETION OF OLD WABASH AND ERIE CANAL IN 1843.

LEWIS CASS, Secretary of State, was a distinguished New Englander. He was born in Exeter, New Hampshire, October 9, 1782. His father was Jonathan Cass, a soldier of the American Revolution. Through his mother, Mary Gilman Cass, he was connected with another famous American family.

There were six children in the Cass family, of whom Lewis was the eldest. So eager was he as a student that his father strained every point, giving his son an education far beyond his means. The boy studied at the famous Exeter Academy, where, under the stern discipline and thorough scholarship of Benjamin Abbott, he was well trained.

In 1800 his father moved to Ohio and settled for a time in Marietta, moving

LEWIS CASS

later to Zanesville, where he made extensive land claims. Lewis, who had preceded his father the year before, remained in Marietta and studied law, spending part of his time assisting his father to build a home in the wilderness.

In the autumn of 1802 he began the practice of law in Zanesville. Two years later the little settlement became the county seat and the young lawyer became prosecuting attorney. He was a member of the committee appointed to inquire into the movements of Aaron Burr, then under suspicion of treachery.

He fought in the War of 1812 with distinction, and in October, 1813, was appointed Governor of Michigan by the President. It was his energy and wise influence that brought the Northwestern States into the possession of the country.

In 1831 President Jackson appointed Cass Secretary of War. He remained in this position until 1836, and then became Minister to France until 1842. He was United States Senator from 1845 to 1848 and again from 1849 until 1857, and Secretary of State from 1857 until 1860. He died in Detroit June 17, 1866.

Southwest Coast States Will Soon Have Important Canal---Return to Water Service

Tremendous Inland Waterway Project Extending East and West is Going Forward in Louisiana and Texas, With Both States Actively Co-operating in the Big Enterprise.

Years ago, when New Orleans did not have the railroad facilities it has now, it was made great by river commerce, and by the commerce that came to it through the lakes and the connecting waters and the little rivers, bringing in Grande, in Texas, dawned on them, and they saw that, with a reasonable amount of digging, connecting small streams, they might within a few years achieve the feat of connecting by water all the coast country in the limits mentioned and giving facilities by which barges and small boats might come and go along the whole route, reaching terminals at cities and at railroads, and delivering and receiving freight for all that region at a nominal price, by which plan the railroads would be put in a position where they would gladly co-operate to avoid losing much of their traffic.

The state engineers and private engineers studied over the scheme, and then the United States government was interested and its engineers put to work under an appropriation of congress, and parts of the route were surveyed. Large coastal canal meetings were held in New Orleans and Lake Charles, La., and in Texas cities, and latterly last year in Morgan City, at which the leading men of the two states gathered and discussed the subject and took action which secured further activity by the federal government, until now the main portion of the route has been surveyed and approved and a large part of the work has been done in Louisiana.

Work Was Easy.

Lake Charles has been a center of interest in the matter, as, with her Calcasieu lake and her Calcasieu river and connecting lakes available, the work of fitting in her section of the canal has been easy.

Among the prominent men who have helped are: Leon Locke, of Lake Charles; Congressman R. F. Broussard, Henri L. Gueydan, Senator Murphy J. Foster, Governor Jared Y. Sanders, Congressman A. Pujo, Mayor Martin Behrman, M. J. Sanders, E. A. Pharr, P. S. Lawton, Congressman J. E. Ransdell and a large number of others.

Judge Luther E. Hall attended the last convention at Morgan City and delivered an interesting address on the subject, strongly indorsing the work.

Besides the canal system, there is already a fine waterway from New Orleans to Morgan City. Boats go through the canal at Harvey, and thence through Lake Salvador and into Bayou Terrebonne, up to Houma, where the Bayou Terrebonne has been connected with Bayou Black with a cut, and the boats may then go by Gibson and into the connecting waters to Morgan City direct, where the big ship channel connects with the Atchafalaya river and the ocean traffic. The canals bring into New Orleans a great amount of trade from that region already.

That the canal is not yet completed or completely approved by the government engineers is to be regretted, but it is in such shape that with continual work and interest it is reasonable that the main portion will be completed and in use in a few years. Boats, barges, etc., may then go by a protected interior waterway all the way from Brownsville, Texas, to Chicago and St. Louis.

Clock Rescues Family.

Springfield, O.—Because an alarm clock was set at the wrong hour, the family of Harry Barrett was saved from being asphyxiated the other night. The little daughter of Mr. Barrett turned the key of the gas stove. At midnight the alarm clock aroused Mr. Barrett, who was partly suffocated, but was able to stagger to the stove and close the valve.

Old Fort Ice Cream Co.

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FANCY DAHLIAS, 6c Each
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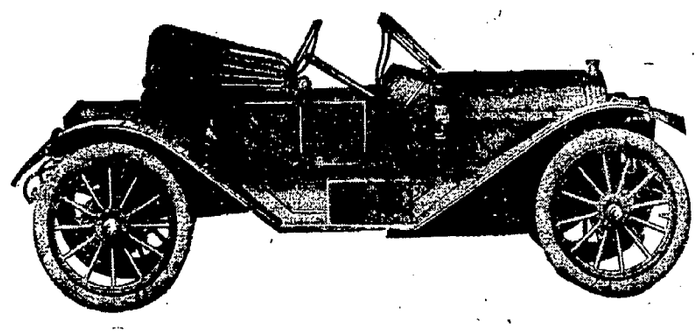

Two-passenger, fore-door roadster, thirty horsepower, equipped with self-starter, wheelbase 112 inches, tires 34 inches. Goodrich Q. D., two gas lamps, three oil lamps, all black enameled with nickel trimmings, magneto, horn, tool kit, tire repair outfit and pump. Motor 4x4—30 H. P. and full floating rear axle. $1,100 F. O. B. Factory.

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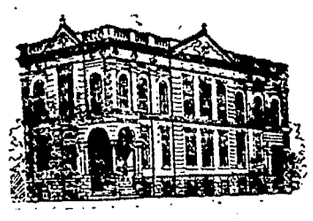

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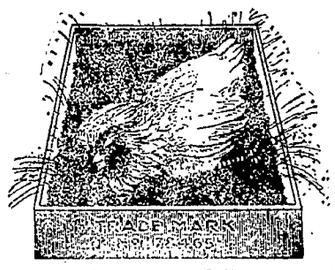

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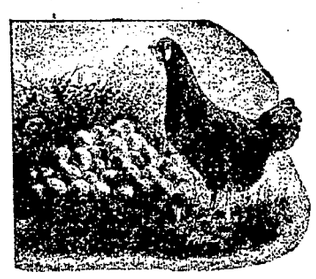

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Rose Comb Black Minorcas

Eggs in Season

Won 4 firsts. 1 third, Fort Wayne Show, Jan. 1910.

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1st pen. 2nd. cockerel. 3 pullet. 4th and 5th hen. and club special on pen at Fort Wayne Show. Jan. 1912.

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Won in 1910, Poultry Fanciers' Association, Fort Wayne, Ind., the National S. C. Buff Orpington Club State Cup. Also 1st cock, 1st and 2d hen, 1st pen.

At Allen County Fair, 1911, 1st cock, 1st and 2d hen, 1st pen, 1st pullet.

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IRISH RIOTS OF CANAL DAYS

Pioneers of Progress from the Emerald Isle Were Fighters.

An almost forgotten feature of the internal improvement craze in Indiana in 1835-'36 was the serious riots between Irish laborers on the different canals. This feature was not peculiar to Indiana but prevailed generally throughout the country wherever Irish laborers were employed in large numbers, and this was wherever canals were being constructed. These were dug by the early Irish immigrants and probably never would have been dug without them. Day laborers were scarce in this country at that time and digging canals and shoveling dirt did not appeal to the average American.

The Irish immigrants of that period, strong, needy and willing to work for moderate wages, took to it naturally and they dug nearly all the early canals. The work was a boon to them and it was a great stimulus to the early Irish immigration.

In 1830 there were only 23,000 foreign-born citizens in the United States of all nationalities; in 1850 there were 961,719 natives of Ireland alone. By the census of that year natives of Ireland constituted 43 per cent of the entire population of the United States.

Know-Nothing Riots.

This large influx of Irish immigrants led to some friction and finally to that most senseless and unjustifiable movement, the organization of the Know-Nothing party. This movement gave rise to some disgraceful riots, one of the most serious being the Philadelphia riots of May, 1844. These lasted three days and resulted in the killing of thirty or forty persons, the burning of a church and considerable destruction of property. The militia was called out and the governor commanded them in person. Similar riots, though not so serious, occurred in Louisville and other places.

The riots in Indiana had no connection with the Know-Nothing movement, but were between different factions of Irish laborers. The Fort Wayne Sentinel of July 28, 1835, contained an account of an outbreak among the Irish laborers working on the Wabash and Erie canal near that town.

According to this paper, a regular battle had been planned to take place between the hostile factions on July 12, the anniversary of the battle of the Boyne. Arms and ammunition had been provided, and on the 10th the two parties turned out, one 300 streng and the other 250, mostly well armed. They were about seven miles apart and both eager for the fray. Pending the fight several houses were entered and pillaged and a canal contractor named Brady was fined.

Volunteers Prevented Battle.

Word was sent to Fort Wayne and Logansport and volunteers hastily raised to quell the disturbances, were sent by canal boats to the scene of action. The appearance of the troops prevented the contemplated battle.

This outbreak was threatening enough to attract the attention of the state authorities, and Governor Noble requested David Burr, one of the canal commissioners, to report the particulars of the affair to him in writing. In his report dated December 30, 1835, Mr. Burr said:

"In conformity with your request in relation to the disturbance amongst the Irish laborers on the canal, it is proper to state that many persons of the two parties into which they are unfortunately divided, 'Corkonians' and 'Fardowns,' who had been engaged in those bloody affrays at Williamsport, in Maryland, and at the High Rocks, on the Potomac, within the last two years, had come since September, in 1834, to the Wabash and Erie canal with, as it is said, many of their leaders, and, of course, brought their animosities with them. From that time up to the 12th of July last, when the general riot took place, the two parties manifested their ill-will to each other by merciless beatings on such of each party as chanced to fall in the power of the other.

Lawlessness Was Rife.

"On a considerable portion of the line there was no justice of the peace in these newly-organized counties, and as these frays were confined almost entirely to the Irish, and to the least worthy amongst them, not much effort was made by the civil authority to suppress them. This exasperated course of hostilities continued to increase until it became unsafe for them to travel from one part of the canal line to another without great precautions for their safety, and proceeded to such an extent that they were mutually afraid that each party would have their cabins burned and their inmates slain in the night.

From mutual fears and for safety they had so hired to the contractors that they had about equally divided the line between the parties, the Corkmen working on the upper part and the Fardowns on the lower end of the line. The beatings of such as were caught from amongst their friends increased to such a degree, and the parties became so exasperated that about the first of July a determination became general that one or the other should leave the line, and mutual threats of burnings and murder so excited their fears that men, women and children left their cabins and hid out in the woods, without light or fire to betray the places where they were, and the whole line, armed in military array, working generally in the day time, until a report would get in circulation that the other party was marching to fight them, at which they would leave their work and hasten rapidly to the supposed point of danger.

Fifty Miles of Hostile Line.

"From the 4th to the 10th of July these alarms were constant and aggravated by frequent outrages. The length of line occupied by these hostile parties was nearly fifty miles, and on the 10th of July both parties left their work and commenced a march toward the center of the line for a general battle. On the 10th one of the engineers informed me that all the workmen on the lower end of the line were armed and marching to the proposed battlefield.

"I met them about half a mile from my residence, in very orderly array, well armed. They claimed that they were forced to fight in order to protect themselves and prevent their being slain and their property burned at night; that the civil authority did not or could not protect them; that their families could not stay in their shanties and had to sleep in the woods, and they had no resource left but to battle. They said the party that got whipped must leave the line and let the victorious party stay and work."

The commissioner parleyed with the men and by promising to use his influence for a settlement obtained a postponement of hostilities. Meanwhile, the people of Huntington raised a company for defense and sent to Fort Wayne for assistance, which came. Altogether a force of seventy-five to one hundred men were raised.

The commissioner reported: "I thought this force altogether too small to do any good against 100 or 800 armed men, and I therefore, sent to Logansport for additional help. The force already assembled at Lagro, including the Huntington volunteers, marched to Miaisport and met the two volunteer companies from Logansport, and all marched back to Lagro. Two magistrates and an associate judge were collected, and, with the sheriffs of Huntington and Wabash counties, aided by the militia, arrested and committed eight of the ring leaders.

"Having no jail on the canal line, which was considered safe, these men were sent under a strong guard to Indianapolis for safekeeping, where they were confined until liberated by a writ of habeas corpus. There were more than six hundred armed men of the Irish, and I am satisfied that no other course than the one pursued would have been sufficient to restore order."

Colonel John Spencer, of Fort Wayne, commanded the troops from that town, and General John Tipton, of Indian war fame, those from Logansport, where he was living at the time. Captain Elias Murray, of Huntington, had command of the temporary garrison at Lagro, and with his command he marched the arrested men across country to Indianapolis. Captain Murray and General Tipton paid part of the expense of mobilizing the troops out of their own pockets.

In transmitting Commissioner Burr's report to the legislature, Governor Noble said: "With this history I also submit the claims of the commandants, Captain Murray and General Tipton, who at the head of their companies repaired to the scene of disorder in support of the civil authority, and liberally advanced money and provisions for the services."

An act of February 5, 1836 authorized the board of canal commissioners to pay the claims out of the canal fund. During 1835-'36 there were riots at other points along the line of the canal, but the one above described was the most threatening.

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St. Joseph Harnessed to Produce Mighty Power

Story of River that Once Furnished Means of Transportation But Now Electrifies Scores of Cities.

Thirty-four dams, developing a horse power of approximately 40,000 at a construction cost of probably $2,500,000, are conserving the waters of the St. Joseph river and its tributaries to the uses of commerce and industry in Northern Indiana. This is not the stream that units with the St. Mary's in Fort Wayne to form the Maumee, but the northern river of that name passing through Elkhart and the counties west of it.

Three-quarters of a century ago the St. Joseph river was navigable. But it is not now and never will be again.

In 1832, keel boats, the Cass, the Racer, and Fairplay, quite a mercantile fleet for those early days entered the St. Joseph from Lake Michigan, at St. Joseph, then Newburyport, and baffled with the waters of that stream as far up as White Pigeon. The stops at the village ports along the river were frequent. Any town on its banks might have a river harbor to day had not something been discovered near Niles, but as it is, the use that it makes of the St. Joseph runs largely to the development of power.

Pioneers Appealed to Congress.

For in those days of 1832 there was expectancy in all hearts. Pioneers of Southwestern Michigan and Northern Indiana gleaned from stray reports entering the territory that Fulton's invention of the steamboat had proven a success; that its use was rapidly developing the country along the Ohio and Mississippi and their tributaries, and why not around the Great Lakes, especially Lake Michigan, and up the St. Joe?

Congress was petitioned to help finance the project and the Newburyport, a steamer expressly built for the St. Joe, actually did ascend the river to a point about ten miles below Niles, but meeting a detachment of troops, took them on board and returned to Chicago.

And troops were not all that it met. It encountered obstruction that while not too great for keel boats, hindered the successful running of a steamer of even moderate size.

The sequel is not far off. Congress which had at first taken a half-hearted interest in the navagation of those noble waters, quietly let the matter drop, and nature and man, with bridges and mill dams, and railroads, soon did the rest.

Dams that Breathe Electrical Energy.

The first dam to obstruct the flow of the St. Joseph and turn its force into an electrical power house, however, is located at Hen Island, above Mishawaka, and known as the Twin Branch dam. It has a 12-foot head, and was built by the Elkhart Electric company to transmit power to Elkhart and South Bend. This was followed shortly by the construction of a dam at Buchanan, Mich., for electrical uses, but the latter was never used except to light the village until taken over by the Indiana & Michigan Electric company in 1901, being later rebuilt in 1907, with a 12-foot head. The Twin Branch dam claims 6,000 horse power, and the Buchanan dam 2,000.

In 1903 the Elkhart company and Indiana & Michigan company of South Bend consolidated. In the compromise settlement the Twin Branch dam and the Buchanan dam became one property, to which was added the old Elkhart dam, built in 1867 with plans for the Berrien Springs dam added. When this dam was completed in 1907 with its 21-foot head, and the greatest of all along the stream, it was pronounced capable of developing a 9,000 horse power.

Rebuild Elkhart Dam.

About this time the old log dam at Elkhart of 12-foot head, which had been used by various concerns from races along both sides, began to evidence decomposition, and fears of its going out were entertained. The Indiana & Michigan Electric company, into which the Elkhart Electric company had been merged, in the compromise settlement of the litigation over the Berrien Springs dam, accordingly conceived the idea of consolidating all the power houses at Elkhart, and building a new dam, raising the head to 18 feet. This dam has just been completed, and like the one at Berrien Springs, and the one rebuilt at Buchanan, is a truly up to date affair, not of logs, but of reinforced concrete, cement, etc., with a power, strong 3,000 horse.

The new power house at Elkhart is now in course of construction, the date for completion being set for September 1 next. When this work is done, the Elkhart improvements will have cost the company approximately $400,000.

This means that the "Indiana and Michigan" is utilizing the power of the St. Joseph river to the extent of 20,000 horse, in the manufacture of electricity, the power that it manufactures and tranmits being almost inestimable. The power from all four dams, Berrien Springs (9-H.S.) Buchanan (2-H.S.), Twin Branch (6-H.S.), and Elkhart (3-H.S.), is interconnected at the various power houses, so that anyone of them can shut down for a short time without affecting the service but the end is not yet.

SOME BASIS FOR IT

Cook—I suppose a pawn ticket would not admit a fellow to see one of these games on the ice?

Hook—Certainly not. Why should it?

Cook—Well, hasn't it something to do with hock, eh?

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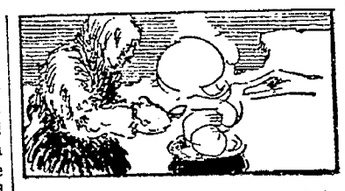
Peary Tells How to Cook Dog Meat



"DOG meat is delicious—sometimes," said Admiral Robert E. Peary, the discoverer of the north pole, recently, discussing the food eaten by Amundsen's party in their dash for the south pole. "For flavor and bouquet it doesn't compare with a tenderloin steak, but dog meat is fine when you're cold and hungry—and have nothing else to eat.

"A bite from the hind leg of a sledge dog rivals a chunk of gutta-percha. There's nothing tougher on earth. No, dog meat is not fried, as a rule; it is boiled, and then boiled. But it can be compared in flavor to bear meat or that of any carnivorous animal. Of course, it is nothing like the meat of grass eating animals.

"I've eaten dog meat repeatedly, on almost all my trips. And every other explorer has probably done the same thing. Meat can be carried on the hoof that way. The dogs are useful to draw the sledges until they are needed for food for the men and for the other dogs retained."

Peary ridiculed the idea that Amundsen's observations of the south pole were inaccurate because he used only a sextant and artificial horizon, and not a theodolite.

"The sextant and artificial horizon are the recognized instruments used by all explorers in such work," he said. "They are accurate enough. The theodolite is much heavier and too bulky for use except at a temporary base or headquarters. The lighter instruments were used by the British antarctic expedition, Nansen, myself and many other explorers."

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ONE WATERWAY THAT BUILDED CITIES

Staten Island Sound Has Been Improved at Little Cost and It Affords Terminals for the Five Largest Coal Carrying Railroads in America.

This waterway which makes Staten Island an island extends from New York bay on the north to Raritan bay on the south, a distance of about fifteen miles. No better argument can be used, or no better example shown, of the advantage to be derived from government improvement of inland waterways than is here exemplified. Less than twenty years ago this waterway was but little known and less used. The channel was not of sufficient depth to admit of little more than pleasure craft, and the New Jersey shore of this waterway was a waste of desolate territory which could be purchased at salt meadow prices at from $20 to $60 an acre, according to the character of the salt hay which it produced. After considerable effort the United States government was induced to widen and deepen the channel of this waterway at a cost of only $696,000. Mark the result today—five of the largest coal carrying railroads of the country have terminals on this shore. The Pennsylvania, Lehigh Valley, the Philadelphia and Reading, the Baltimore and Ohio and the Central Railroad of ew Jersey shipped last year over this waterway approximately 16,000,000 tons of coal. Who can calculate the benefit, advantages and profits which were derived from this waterway shipment?

To the manufacturers and coal consumers of New York and New England it is fair to say that they received their coal one dollar per ton cheaper than they would have received it by all rail freights.

This will give you some idea of the return per annum resulting from the expenditure of a comparatively insignificant sum paid by the government for this improvement. In addition thereto and resulting from benefit derived from this governmental expenditure, there has been expended on the New Jersey shore of this waterway alone from Raritan bay to Upper New York bay, vast sums estimated to be in the neighborhood of $100,000,000 in manufacturing enterprises, employing today tens of thousands of wage-earners. The resulting benefit from this governmental waterway improvement is incalculable. Cities have sprung up, the elder municipalities like Elizabeth and Perth Amboy have quadrupled their population, and are still progressing. The annual taxes received from the increased value of the taxable property along this waterway since this improvement was begun is greater per annuam than the entire cost of the improvement. The people who have located on this waterway are not local—they represent the products of every state and territory in the Union. It is a fallacy to think that when the government of the United States makes an expenditure for the improvement of an inland waterway that the benefit to be derived therefrom is local—it is national in its influence and effect. The great city of New York would lose her prestige unless the waters tributary thereto could be improved to relieve her congestion. The west and the south are better enabled to market their crops by this increased terminal facilities. No state or territory in the United States is exempt from the benefits already derived and to be derived from the improvement of this waterway. The fact that the Staten Island sound last year trans-shipped approximately 28,000,000 tons of freight of the value of $400,000,000, almost unparalleled by any port in the world, should be sufficient justification for the expenditure already made, as well as for any further reasonable expenditure to improve this channel. The aggregate capital represented on this waterway today in railroads and other corporate and individual enterprises runs into the billions, figures too great for comprehension.

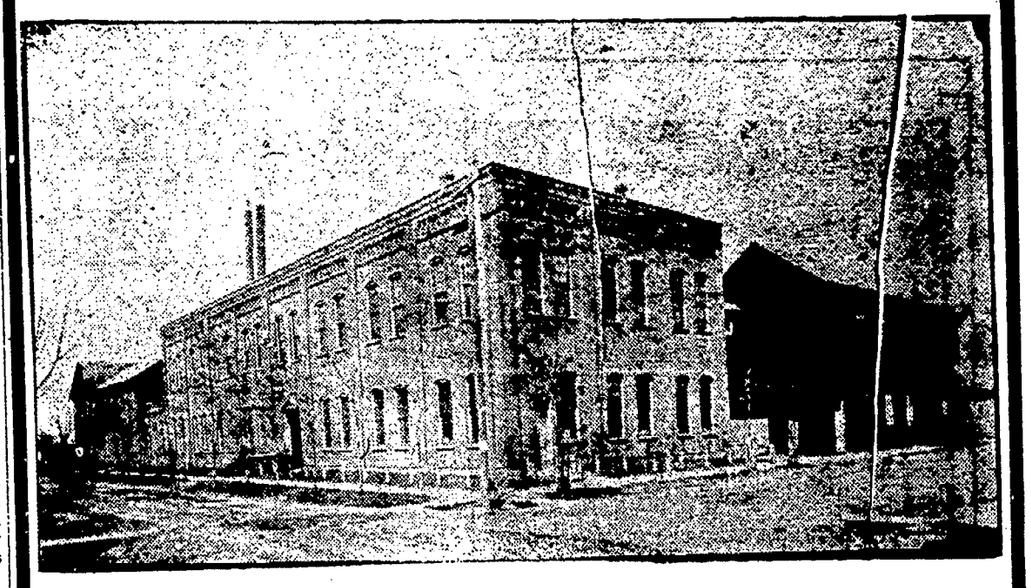
The customs receipts at the port of Perth Amboy on this waterway increased 679 per cent. from 1906 to 1910, rising from the seventeenth place in amount of customs revenue collected on the Atlantic seaports; and from seventeenth place in 1906 to the seventh place in 1910. In 1906 Perth Amboy ranked sixty-second in importance in the United States. In 1910 it ranked thirtieth, and bids fair to be outranked only by the port of New York, should congress in its wisdom appropriate an adequate sum for its further improvement.

The geographical position of this waterway makes it a natural protected harbor in time of invasion, affording opportunity for war vessels to coal, receive their supplies and ammunition without additional expense except for the additional dredging of this channel. This subject should receive governmental consideration, and when this channel is further improved this question of a protected harbor, we submit, should receive serious consideration by congress.

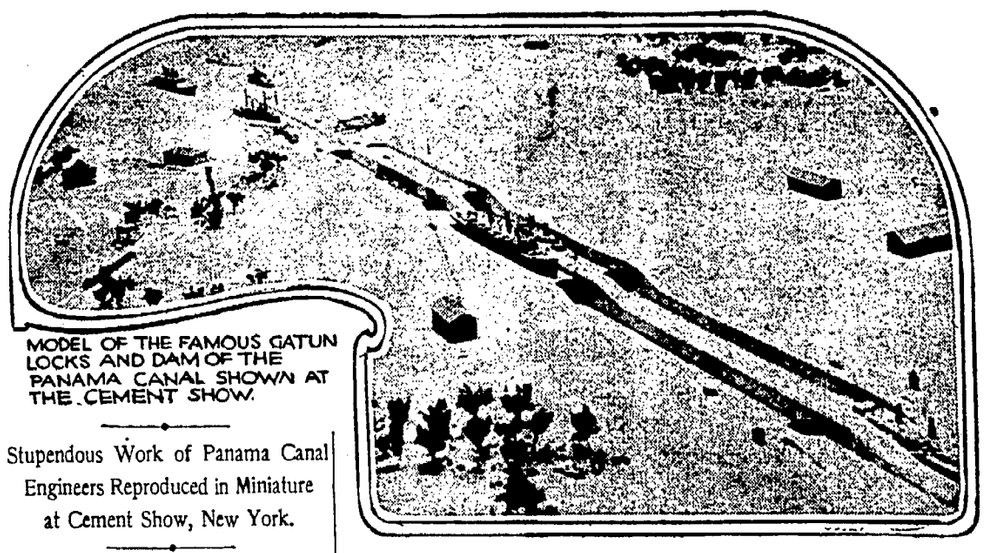
This waterway has become so important furnishing as it does, an inland passage to the sea, that the increase of land values in this locality in the last two decades has probably been as great, if not greater, than in any other locality in this or any other country, due entirely to this governmental improvement, and it is not unreasonable to predict that with further governmental expenditure to increase the depth and width of this channel, that in the next two decades Staten Island sound will lead the world in tonnage actually trans-shipped.

There still remains on its shores room for the location of as many great industrial enterprises as are at present located there. The association, which I have the honor to represent, was not organized for selfish purposes. Its true object and aim is to bring to the attention of congress the advantages already resultant from the first investment, and to point to the advantages to be derived from an additional appropriation for the widening and deepening of this waterway.

We feel that we are an arm of this great national association, because the waterway which we represent is national, not local. If this great nation is to progress in the future as it has in the past, we must find a mooring place for the great trans-Atlantic and coastwise vessels, which exchange our goods for those of other nations, and we submit that there is no harbor possessing the natural advantages on the Atlantic coast which can be improved at so slight an expense, as is afforded by this Staten Island sound on whose borders so many great railroad systems of the nations converge, and so many important industries are located. At a comparatively slight expenditure this waterway can be so widened and deepened so as to make it international in its importance, then no pent up Jersey shall confine our powers, "the whole, the boundless continent is ours."



MODEL SHOWING GATUN LOCKS AND DAM OF THE PANAMA CANAL.



MODEL OF THE FAMOUS GATUN LOCKS AND DAM OF THE PANAMA CANAL SHOWN AT THE CEMENT SHOW.

Stupendous Work of Panama Canal Engineers Reproduced in Miniature at Cement Show, New York.

There is being shown for the first time in New York a model of the famous Gatun locks and dams of the Panama Canal, the most stupendous work of the kind ever undertaken by engineers. The model, which is on view at the Cement Show in Madison Square Garden, is ten feet long and shows in exact detail the great dam which impounds the waters of the Chagres River and the huge locks through which the steamers pass.

In passing from the Atlantic to the Pacific Ocean a steamer when it reaches Gatun will enter a series of three locks in flight and will be lifted eighty-five feet to the level of Gatun Lake, through which it may steam at full speed to Culebra Cut. In building the locks and the accompanying work the government engineers are using 4,500,000 barrels of cement.

Water Power For Electro-Chemical Industries.

(By Edward R. Taylor.)

With ten thousand chemists in the United States largely concerned in the working out of economic problems, and the utilization of materials adding to our material prosperity, it is interesting to note that 46 per cent. of the power now utilized at Niagara Falls is employed in the electro-chemical industries. Yet Niagara Falls does not offer cheap power within the necessities of these industries. But it does offer reliable power and it is reliable because of the storage reservoirs from which that power is drawn. With very few exceptions water powers are the ridicule of steam engineers because of their unreliability, and they are unreliable because they lack storage to retain flood waters.

The Pittsburg flood commission report is going to be interesting reading. It shows a recommended expenditure of twenty million dollars on storage reservoirs, which would make disastrous floods impossible and save that much money to innocent victims in twenty years, and make the saving perpetual. A comparable expenditure for like purposes in some other parts of the country would result in a like saving, while navigation would be improved and water powers made sufficiently reliable to be of use.

Norway is offering water power electricity at from $4 to $6 per year horsepower, and large and new electro-chemical industries are being established there for its use.

We shall have to compete with them in the markets of the world. We cannot have cheap power except as the several states and the nation impound the water in the higher watersheds—in a systematic manner and make it reliable. Million dollar enterprises cannot be run on the fluctuations of rain and drought. The gulley, the valley and the lakes and storage reservoirs therein must be the equalizer and make the water useful and available.

Water power is the cheapest known means of producing electricity and should at all times have the preference over coal for that purpose. Moreover, one developed horsepower by water is equivalent to saving twelve tons of coal per year, or $24, at $2 per ton in perpetuity. This low price can only be available in exceptionally favored sections and in many places would be $5 per ton.

Chemistry is being revolutionized by the electro-chemist. Not only are chemicals never available before being thus made, but old industries are undergoing transformations marvellous to behold.

I cannot emphasize too strongly that we have the resources for cheap and reliable water power, but it depends upon the nation and the several states to do their part to make the reliability a reality.

As Norway and Sweden are soon to give Germany a hard rub in productive industries by reason of their so-called white coal, so may we find Canada in later years giving us a hard rub by reason oftheir cheap water power electricity.

These new and growing industries must be provided with cheap power if we are to come up to the requirements before us and take our proper place in the industries of the world.

Found Bones of Soldiers.

During the recent excavations in the historic ground of Abbey lane, Athlone, Ireland, for the commonplace purpose of constructing a sewer, some remarkable finds were made by the excavating party. Not far beneath the soil they came in contact with a large quantity of human remains. There were no symptoms of coffins, but several skulls and bones were thrown up. Evidences of a very substantial foundation which were also unearthed, four feet under the surface, and the human remains buried apparently in a trench in the immediate vicinity, gave rise to the supposition that the skeletons were those of the Irish soldiers who fought in the sieges near the famous old bridge of Athlone. The Abbey was founded by Cistercian monks the same year that the site of the castle was taken over by King John, with other lands adjoining, which belonged to the monks; and in exchange the king gave to the monastery the lands known today as Monksland, on the borders of the town. A holy water fount was also unearthed.

Inquiry among 263,270 men of the German army developed that 10,292 of them were "left-handed." The investigators claim left-handed persons are not the equal of right-handed ones in physical and mental strength.

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IT MIGHT BE WELL TO REMIND THE SHRINERS THAT THERE WAS A TIME WHEN CROSSING THE BURNING SANDS TO CALIFORNIA WAS NO JOLLY OCCASION.

The Fort Wayne Sentinel

ESTABLISHED 1833—ONLY FORT WAYNE EVENING PAPER WITH ASSOCIATED PRESS DISPATCHES.

INDICATIONS: FAIR TONIGHT; WEDNESDAY, CLOUDY; WARMER.

TUESDAY EVENING, APRIL 30, 1912

32 PAGES—DAILY, 1 CENT. SATURDAY, 5 CENTS.

I WISH THEY'D CALL EACH OTHER NAMES THAT I CAN UNDERSTAND
SPEECH BY TEDDY
PRESIDENT TAFT IS AN OLIGARCH.
WEBSTER'S UNABRIDGED

SOLEMN PEAL OF TOLLING BELLS GREETS DEATH SHIP

Flags Flutter at Half Mast as Cableship Bearing Titanic's Dead Steams Slowly Into Halifax.

Halifax, N. S., April 30.—While the city's church bells tolled and British flags fluttered at half mast, the cable ship Mackay-Bennett steamed slowly into Halifax harbor this morning bearing the dead picked up from the scene where the White Star liner Titanic sank. She reached her dock in the navy yard shortly after 9:30 o'clock. As soon as the ship was sighted down the harbor the canvas curtains shielding the coffins and embalmers' tents on the pier were lowered and natty sailors from the Canadian cruiser Niobe, in the yard for repairs, lined up as a guard. A patrol boat was stationed in front of the pier to prevent any craft docking in the vicinity.

Woman Is First Mourner.

A woman was the first mourner to arrive on the pier. She was Miss Elisa Lurette, a maid for Mrs. William Augustus Spencer, of New York. Mr. and Mrs. Spencer were passengers on the Titanic. Mr. Spencer went down. Mrs. Spencer was saved. The maid hopes to find her late employer's body, although it had not been reported among those on the Mackay-Bennett.

J. A. Kenyon, of Southington, Conn., arrived shortly afterward., hoping to identify the body of his brother, F. R. Kenyon, of Pittsburg.

Her own flag at half mast, the death ship docked slowly. Her crew manned the rails with bared heads and on the aft deck were stacked the coffins with the dead. Members of the crew, talking over the side, said that every body picked up had been in a life belt and there were no bullet holes in any.

Astor's Body in Rough Coffin.

Many uncoffined dead lay in the forward deck, covered with tarpaulins. As the undertakers came aboard it was decided to take off these bodies first. Col. John Jacob Astor's body, it was said, was somewhere in the pile of rough coffins at the stern.

White Star line officials had boarded the ship down harbor and they superintended the arrangements for the docking. All told there were not more than half a dozen mourners or their representatives at the pier for they dreaded the sight and preferred to await the work of identification at the morgue. The first body removed was that of a seaman. When the tarpaulin was thrown back more than fifty bodies were disclosed. Men with stretchers quickly

(Continued on Page 2, Column 2.)

Just to Remind You Not to Forget to Remember

MANAGER KNOLL NOT ABLE TO PLAY IN OPENING GAME

Compton and Alberts Picked to Start in the Box in the First Battle of Base Ball Season.

Dayton was not able to present its full strength in the opening game of the season at league park today on account of an injury to Manager Charles "Punch" Knoll, who sprained one of his ankles at Dayton, but he was on the lines directing his men and urging them to revenge themselves for the defeat administered in the ten-inning conflict that marked the blow-off at the Vet's ball yard last week.

Walter S. Palmer made good. He announced yesterday that the weather would be fair for the hostilities and it was just what he said it would be, and while it was a bit chilly it was not cold enough to check the ardor of the patrons and early indications pointed to a big attendance at League park.

The festivities began with an automobile parade that moved at 1 o'clock with all the players and distinguished visitors in cars and the Citizens' band in the lead and when the men arrived at the grounds they found a goodly representation waiting to root for the home nine.

Same Batteries Picked.

The spectacular battle staged at Dayton prompted both managers to pick the same batteries that were pitted there and Charlie Alberts and Jack Compton were directed to warm up with Beiersdorfer and Bill Otey as second choices and both of these men were instructed to be ready to go to the rescue in event their pals failed.

Mike Konnick and Harry Martin were the catching selections and the Fort Wayne team went on the field with its full regular line-up and only one man was not in condition for the contest.

During the last trip Roy Keener sprouted a boil on each of his jaws and these were annoying him a little bit when he got into harness but he thought they were not of sufficient importance to keep him out of the game and he took his regular turn.

Everything Spic and Span.

Owner Claude H. Varnell was up with the sun this morning and he and Bert Dennis put on the finishing touches at the park. An army of boys and men was turned loose on the stands with instructions to have them thoroughly cleaned and dried before the time for the game, a new United States flag was unfurled and a hundred and one little things were done to insure the comfort of the patrons.

Jack Raidy and his flying squad were out early raking up the diamond and getting it all dry and smooth for the game and with some timely aid from the sun and wind it was in better shape than the rain of the last two days indicated it would be.

It was a little bit heavy on the base lines but not heavy enough to prevent fast play and taking everything into consideration conditions were good so far as the park was concerned.

Dayton Arrived in Forenoon.

Fifteen members of the Dayton team under the guidance of Secretary Mike Redelle arrived early in the forenoon after spending the night at Lima and Elmer Redelle, president, and Manager Knoll got in a few hours later.

Elmer Benson, second baseman of the club, was in charge of the players in the absence of the manager and there are a number of familiar faces in the club.

Aside from Compton there are Bill Otey and Jake Fromholtz, of last season's pitching squad; Mike Konnick, who did most of the work behind the bat, Benson at second, Leonard Dobard at short and Delfaven and Wickland in the outfield.

Frank Winchell, who was counted upon as one of the best men for the pitching staff this year, was not able to come to Fort Wayne as he has been ill all spring and has not rounded into form for the work that is expected of him.

FLOYD ALLEN IS FIRST ON TRIAL

Trouble Expected in Getting Jury for Court House Bandits.

NAME GIVES TERROR

Wytheville, Va., April 30.—Floyd Allen, one of the leaders of the clan which wiped out the Carroll county court at Hillsville on March 14, was placed on trial here today. Though indicted for five murders, the prosecution elected to try him first for the murder of Commonwealth Attorney Foster. The day was spent in summoning veniremen and witnesses.

In being brought from the jail to the court house Floyd Allen had his first ride in an automobile. His right leg received in a pistol duel with Clerk Dexter Goad. A great crowd gathered at the spacious court house to attend the was still in a cast, the result of wounds trial.

Upon the outcome of Floyd Allen's case will depend largely the methods of the state in prosecuting the other five accused clansmen now under guard in jail here. A large venire of citiizens of this section had been summoned as it was expected that considerable trouble would be experienced in getting a jury.

Claude, Victor and Friel Allen, Sidna Edwards and Byrd Marion, other members of the gang, will be tried separately, in order not yet determined. All the indictments charge murder.

The veniremen, witnesses and the curious have been trailing in over the mud-soaked roads all day, by horse, by ox-cart and every vehicle the countryside affords. The name of the Allens spreads almost the same terror here that it did in Hilleville. Several special deputies sworn in to guard the jail have declined to serve. Detectives are in the cells with the prisoners night and day.

Sidna Allen and Wesley Edwards, the only two members of the gang at large, are still hunted in the Blue Ridge. Governor Mann has announced that he will keep the posses in the mountains until they are taken.

BATTERY B MUSTER.

The semi-annual muster of battery B was conducted Monday night at the armory under the direction of Captain Harry Clark, who came to Fort Wayne for the occasion. The semi-annual payrolls are ready and are being signed by the battery men. Non-commisisoned officers' school will be held Friday night of this week at the armory.

TITANIC NOT A SPEEDBOAT, DECLARES ISMAY ON STAND

Indignantly Denies Attempt to Reinsure Liner Before News of Disaster Was Given to Public.

Washington, April 30.—The senate investigation into the wreck of the Titanic entered its final stages today. J. Bruce Ismay, managing director of the International Mercantile marine, owners of the lost liner, was recalled to the witness stand and put through a last searching examination by Senator Smith.

Mr. Ismay indignantly denied that he or any representative of his company had attempted to re-insure the Titanic between the time she went down and the hour the real news of the disaster became public. He asserted that a wireless message which he directed to Vice President Franklin from the Carpathia, on Monday morning, April 15, did not reach that official until Wednesday, the 17th.

Titanic Not a "Speed Boat."

Mr. Ismay saidthe Titanic was not a "speed boat," but had been constructed under orders given by him to make her the biggest and best equipped vessel afloat. No cost limit had been set.

Before reaching the senate hearing this morning Mr. Ismay and four officers of the Titanic were summoned to appear before the admiralty court commissioner late today to give testimony to be used in a contemplated damage suit to be brought against the White Star line by Mrs. Louis Robbins, of New York, for the loss of her husband. While efforts will be made to expedite this hearing it may result in another delay in the departure of Mr. Ismay and his associates.

New Charge is Made.

A charge was made to the committee today that the White Star line officials had positive news of the disaster between the hours of 7 and 8 on the morning following the accident, but suppressed the news until twelve hours later.

The information was given by E. J. Dunn, a New York business man, who said he in turn got his information in New York from the son of a Western Union employe. He refused to give his informant's name and was promptly given over to the sergeant at arms. He spent the remainder of the morning using the telephone to New York in an effort to be absolved from his pledge of secrecy.

Vice President Franklin, of the White Star line, suggested the committee call upon the telegraph company for the message and said he wanted the committee to have evehy wireless message, every cablegram or telegram bearing upon the disaster. "We want this matter sifte! to the bottom," he said.

Boat's Builder Predicted It.

Before the hearing was resumed today Senator Burton announced that he had examined Fourth Officer Boxhall late last night and had learned from him that J. W. Andrews, builder of the Titanic, who went down with the ship,

(Continued on Page 2, Column 3.)

WAR ON HARVESTER TRUST TAKEN TO COURTS AT LAST

Government Files Suit in Case Which Has Figured in Clash Between Taft and Roosevelt.

St. Paul, Minn., April 30.—The government today began its long planned anti-trust suit against the International Harvester company in the federal district court here. In a petition in equity, this $140,000,000 corporation, popularly called the Harvester trust, is declared to exist in violation of the Sherman law and its dissolution is sought.

To accomplish the disintegration of the so-called trust the government asks the court to issue injunctions to bar from interstate commerce the products of the International Harvester company, or the International Harvester Company of America, its selling agency. The appointment of receivers to take charge of the property and wind up the business "if the court should be of the opinion that the public interests will be better served thereby" is suggested.

Climax of Long Investigation.

The filing of the suit comes as the climax of five years of investigation by the government. Lately the case has figured prominently in political discussion between President Taft and Colonel Roosevelt regarding certain instructions which Mr. Roosevelt while president in 1907 gave to his attorney general, Charles J. Bonaparte, concerning the prosecution of the concern. That feature of the case was recently before the senate.

In brief, the government charges the Harvester company with being a combination in restraint of trade, monopolizing or attempting to monopolize the manufacture and sale of harvesting machinery. It is alleged that the company has advanced the prices of these articles "to the grave injury of the farmer and the general public" and is extending its business to all lines of agricultural implements with the purpose of monopolistic control.

Controls 90 Per cent of Trade.

The government alleges that the International Harvester company controls at least 90 per cent of the trade in the United States in harvesters or grain binders, 75 per cent of the mowers and more than 50 per cent of the binder twine. There are only three or four manufacturers of harvesting machinery in the United States other than the International Harvester company, the petition says. These, it is added, are comparatively small, and as their business does not embrace the entire United States in many sections of the country the International Harvester company has a complete monopoly of harvesting machinery. Considering agricultural implements of every kind, other than harvesting lines, the petition declares that the output of the alleged trust amounts to over 30 per cent of the whole.

The government contends that the corporation has eliminated competition by securing control of a great majority of the retail implement dealers in the United States who are made their executive selling sales agents. The petition says:

"The opportunities for any new competitors are constantly being closed by the defendants in all lines of agricultural implements; the agencies for distribution, the retail implement dealers, and others are rapidly coming under their undisputed control, and unless prevented and restrained, their complete unchallenged dominion of every branch of trade and commerce in agricultural implements

(Continued on Page 5, Column 3.)

EARLY RETURNS BEGIN TO COME

Scattering Figures from Bay State Primary Reported.

SHOWS BUT LITTLE

Boston, Mass., April 30.—West Tisbury, on Martha's Vineyard, the first town to report its vote in today's presidential preference primaries, gave Taft 7, Roosevelt 6 and LaFollette 1.

Orleans, a Cape Cod town, voted: Roosevelt, 55; Taft, 26; LaFollette, 1; Clark, 7; Wilson, 1.

Scarcely had the echoes of one of the most strenuous campaigns in Massachusetts ceased vibrating between Cape Cod and the Berkshires, when the voters were starting for the polling places today to vote in the first presidential primary in the Bay state.

In Boston, Newburyport, Lynn, Salem and Haverhill the voting began early, but in the majority of the 353 cities and towns the polls did not open until after noon and as the polls are not to be

(Continued on Page 2, Column 4.)

SHIP HITS MINE; 140 PERSONS DIE

Steamer Texas Runs Afoul of Turkish Defense Against Italy and Sinks in Harbor of Smyrna.

Smyrna, April 30.—The steamer Texas, belonging to the Archipelago American Steamship company, struck a mine at the entrance to the gulf of Smyrna last evening and sank. One hundred and forty persons on board were drowned.

The Texas was flying the Turkish flag and was engaged in carrying mail from Constantinople to the Levant. It was first stated that the Texas was an American vessel, the error arising from the fact that she is part of the fleet of a local concern trading under the name of the Archipelago American Steamship company.

The gulf of Smyrna is one of the finest harbors in the Mediterranean and Smyrna itself is the principal seaport of Asiatic Turkey. The entrance to the gulf was extensively mined some time ago by the Turkish authorities in order to protect the port against an attack by the Italian fleet.

The Texas was a vessel of 261 tons net register, built at Newcastle, Eng., in 1888. She was at first called the Olympia, then rechristened the Marguerite and finally renamed Texas.

NINETY PASSENGERS SAFE.

Many Rescued From Doomed Steamer Suffering From Injuries.

Constantinople, April 30.—Ninety passengers out of the 156 on board the Texas when she was blown up by a mine at the entrance to the gulf of Smyrna last night were rescued, according to reports received here. Several of the rescued passengers wer suffering from injuries. No mention is made of the crew in the report.

It is alleged the disaster was due to the Texas deviating from the course indicated by the pilot boat preceding her through the mine field.

TODAY IN CONGRESS.

Washington, April 30.—The day in congress:

Senate.

Titanic investigation continued: Managing Director Ismay, of International Mercantile Marine, being examined.

House.

Resumed consideration of post office appropriation bill with intention of voting upon it before adjournment.

LOVE'S YOUNG DREAM BEGAN IN PEST HOUSE.

South Bend, Ind., April 30.—The marriage of Mary Alice Phillips and Joseph B. Atkins is the result of a romance which had its origin in the isolation hospital, where five persons have died with smallpox in the last few weeks.

Miss Phillips, now Mrs. Atkins, came from Detroit to take charge of the isolation hospital when an epidemic was threatened. Soon after her arrival she became acquainted with Atkins, who was at the hospital to install a telephone. Joseph Sears, who was one of the bride's patients in the smallpox institution, drove the cab for the wedding party.

"COME TO OUR LITTLE NECKTIE PARTY," SAID MAN WHEN CONVICTED.

Lincoln, Neb., April 30.—"Come down to the little necktie party we are going to have," was the invitation extended to a spectator in court by Albert Prince, a negro convict today, when he was found guilty of murder in the first degree.

Prince stabbed Albert Davis, a deputy warden at the Nebraska penitentiary, on February 11. He depended on insanity as his defense, claiming that he had been driven to desperation by ill treatment. In establishing this contention he brought forward sensational evidence as to treatment of convicts, much of which was disputed, but some of which was admitted to be true by penitentiary officials.

AIR BLUE ABOUT CITY HALL TODAY

Patrons Storm When Water is Shut Off for Failure to Pay Rental Bills But Board Stands Firm.

Most of the time today the air was blue in the offices of the board of public works and the waterworks department all on account of the failure of negligent consumers to pay for meters and for the water that went through them and the consequent shutting off of the service.

Between thirty-five and forty services were shut off tight yesterday and unless the consumers can either produce cash or mighty fine excuses they will remain shut off until all delinquences and penalties have been paid.

Strange as it may seem these delinquents do not belong to the laboring classes nor to home owners in moderate circumstances, but to men who are owners of real estate and who have been notified time and again before drastic action was taken.

These people made the excuse that they had not been notified, but the board declares it was very careful to select only those who had been notified not once but half a dozen times in addition to the published notices in the new.papers and they were informed that they would have to settle to get back in the good graces of the department.

They were also told that the fact that they were not notified was no reason for failure to pay as each of them knew he hadn't paid his water rent and that it was due and ought to have been settled as promptly as the grocery, gas or electric light bills.

In some instances hardships have been inflicted by negligent landlords and tenants were not to blame, but the department is not responsible for this. And the strange part of the whole matter is that people amply able to pay grew disagreeable and said unkind things about the officials and the service when they were brought to book.

"This thing has just started," said a city official today. "There is a delinquency in the waterworks department of not a cent less than $15,000 due mostly from people able to pay and pay promptly. We need this money and we will try to get it and we shall play no favorites.

"For a couple of days no services will be shut off, but after that another round will be made and some more will be discontinued and while it raises a great rumpus about our ears we have to enforce the law."

Biggest in History.

Building Inspector Wyss has about completed his report for the month of April and it will show that the estimated cost of buildings for which permits were taken runs up to more than $380,000.

TODAY IN CONGRESS.

Washington, April 30.—The day in congress:

Senate.

Titanic investigation continued: Managing Director Ismay, of International Mercantile Marine, being examined.

House.

Resumed consideration of post office appropriation bill with intention of voting upon it before adjournment.

Charley Biederwolf Makes a Threat

CHARLEY BIEDERWOLF is discouraged—not discouraged with his job as secretary of the Commercial club and a few other secretaryships, but discouraged trying to pacify E. W. Puckett and E. H. Merritt.

A few days ago the trio went to Adams lake on a little fishing trip. Mr. Puckett has been ill and the outing was planned that he might get some fresh air. Mr. Biederwolf and Mr. Merritt went along with him to keep him out in the air. It was while they were leisurely moving along the surface of the lake, with Mr. Biederwolf doing all the manual labor of rowing while the other two did all the light work of casting that three bass were hauled in. It fell to Mr. Biederwolf to care for them, by stringing them and allowing them to drag in the water.

"I guess it wouldn't be safe to string 'em on a string, would it?" he asked.

"Why not?" responded Puckett.

"Because they might chew it off and get away."

"Pshaw, fudge and haw-haw!" blurted out Merritt as he made another cast. "bass haven't got any teeth. I'm glad Puckett and I are doing all the fishing. We're the only ones that seem to know anything about fish."

So Charley strung them on the string.

Silence.

More silence.

Hours of silence.

"Let's pull in," remarked Puckett, and they did.

When the string was lifted from the water it was very light. Explanation: The three bass weren't there. They had gone away. Charley tried to get in an "I-told-you-so" remark, but the others wouldn't listen to him. They accused him of inexcusable negligence, and didn't care who heard about it. Charley grew

The others wouldn't Listen.

gloomy, especially when the two wore their grouch clear back to town.

"I'll tell you what I'm going to do if they don't quit being mad about it," declared Charley today.

"Well?"

"Well, I'm going to publish some facts in connection with the matter that will embarrass them a whole lot."

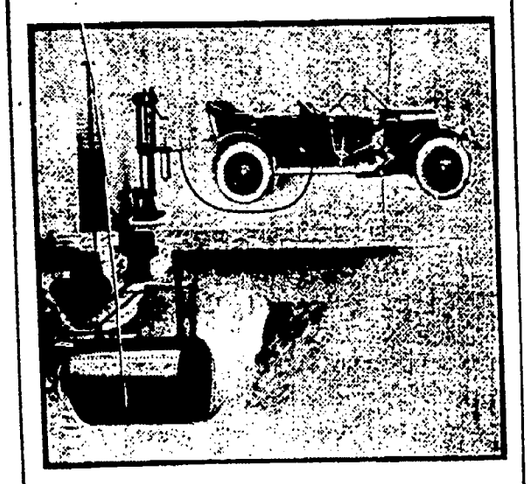
"Facts!"

"Yes, facts. I'm going to tell exactly how big those fish were."

BOWSER

GASOLENE AND OIL STORAGE SYSTEMS

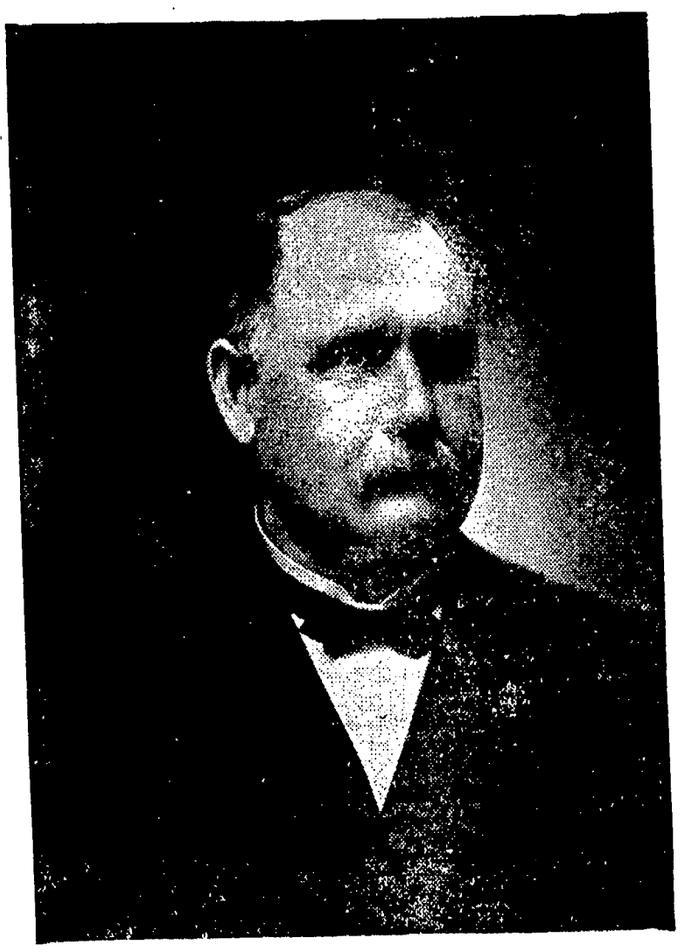
For Public or Private Garages



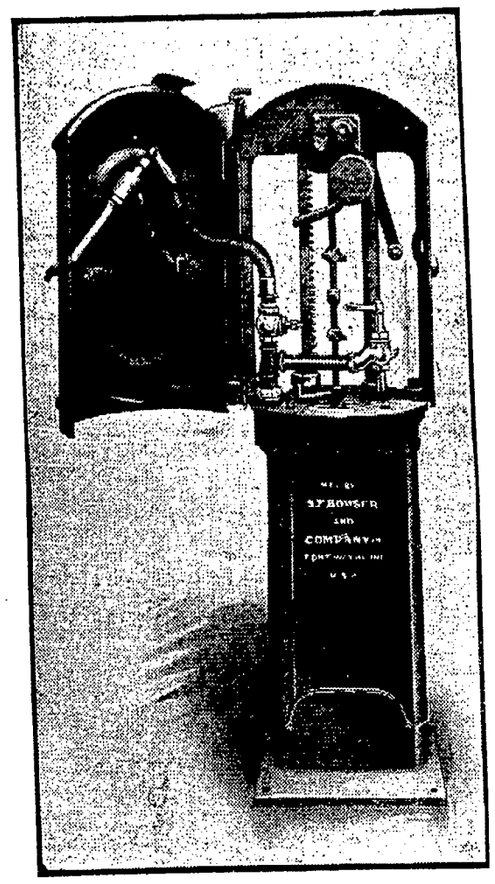
CUT NO. 41.

This is the standard long distance self-measuring storage system for all purposes. This system is particularly adapted for handling gasolene and other volatile and inflammable liquids but will successfully handle any liquid that can be handled with a pump.

It is listed by the National Board of Fire Underwriters and indorsed by thousands of users.

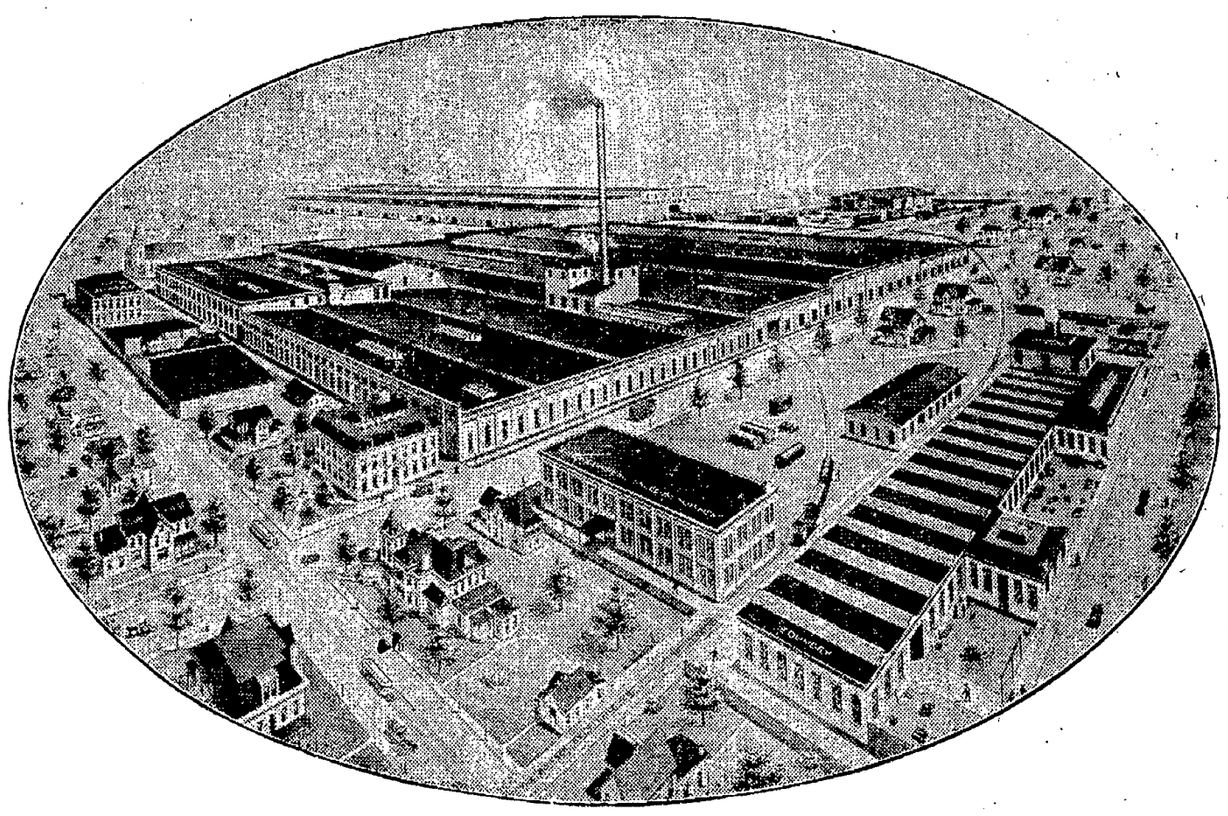


S. F. BOWSER,
Founder and President.



CUT NO. 241.

This illustrates the Bowser Pavement pump which enables you to discharge gasolene directly from the curb into the reservoir of the car. Its substantial construction and many conveniences render it equally valuable for indoor installation.



Home Office and Factory

CUT NO. 47.

This system is especially constructed for storing and handling gasolene in the private garage. The long distance underground features make it safe, and the substantial construction renders it very serviceable.

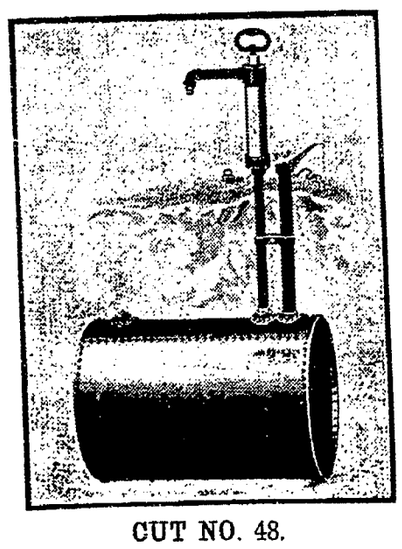
The pump discharges a continuous flow, and with the Bowser gasolene hose and filling nozzle the gasolene can be conveyed from the underground tank into the reservoir of the car without exposure. This insures a high-grade gasolene, which means more power.

Its moderate cost will soon be repaid by its many economical features.

CUT NO. 241.

This shows the neat and compact appearance of the pump closed. It affords a very slight obstruction on the street and serves as an advertisement to your business.

It is fitted standard with a Meter which records the amount drawn, Special Gasolene Hose and Filling Nozzle, Discharge Register and a Centrifugal Filter.



CUT NO. 48.

This outfit is designed for installation in the yard or along the driveway. It is fitted with a detachable drainback pump.

For a low priced outfit to be installed as outlined it is very satisfactory.

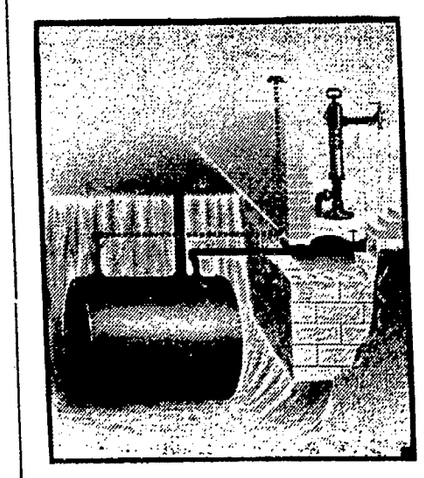
We are always pleased to welcome visitors. It would be a revelation to many of our friends and neighbors to go through the factory and see the mammoth scale on which Bowser Systems are made.
Remember we are always glad to see you.

S. F. Bowser & Co., Inc.

Fort Wayne, Indiana

BRANCHES:

NEW YORK, BOSTON, PHILADELPHIA, ST. LOUIS, MINNEAPOLIS, ATLANTA, DALLAS, CHICAGO, SAN FRANCISCO, TORONTO.



CUT NO. 123.

To the motorist who wants a small (one or two barrel) outfit for storing his gasolene we can thoroughly recommend this system.

It embodies the same high-grade of material and workmanship as all the other outfits.

YOUNG MAN FINDS LOST RELATIVES

Brother in Iowa Writes After Seeing Sentinel Article.

QUEST A SUCCESS

Through a photograph and news article published last week by the Sentinel, George R. Succop, of Chicago, has located a brother and other relatives whom he had never seen. It was a short time ago that he even knew they were in existence.

The young man spent several days in Fort Wayne trying to glean information leading to their location. During his stay here his life's history with a photograph of himself was published. Upon returning to his home in Chicago Monday two registered letters awaited him. One was from a brother in Des Moines, Ia., and the other from a brother-in-law, living in Iowa. The young man, whose name is really Robert Isett, will leave immediately for Iowa.

News of his good luck was sent by the young man to Patrolman A. C. Adkins, of this city, who befriended him while he was in Fort Wayne, and who assisted him materially in obtaining information concerning his parents. Mr. Isett was born at Hope hospital in Fort Wayne twenty-two years ago. His parents died and at the age of a few weeks he was taken to Chicago, where he has since resided.

WILL DIE FROM BURNS.

Gas Explosion Wrecks Woman's Home at Shelbyville.

Shelbyville, Ind., April 30.—Gas which had accumulated in the basement last night exploded and wrecked the home of Mrs. Roy Arbuckle and the woman probably will die from burns. Ellen Ensminger, 65, who occupied a part of the house, escaped injuries but is suffering from nervous prostration.

The explosion occurred when Mrs. Arbuckle started down into the cellar carrying a lighted match. She was lifted out of the cellarway and thrown nearly across the room. With her clothing afire she ran into the yard, where the flames were extinguished by two men who were passing.

Gas had not been used in the house for more than two years and it is thought to have seeped in from a leaking main in the street.

MARRIAGE LICENSES.

Charles E. Vought, 36, painter, and Helen Hering, 19.

Raymond F. Schatzman, 28, civil engineer, and Myrtle M. McKee, 19.

Henry J. Reed, 32, grocer, and Augusta C. Timme, 27.

George F. Janney, 22, barber, and Luckey Emigh Kibiger, 21.

Clement C. Schiefer, 27, salesman, and Margaret E. McArdle, 25.

Frank Dennis, 32, bartender, and Minnie M. Collins, 28.

Jared S. Voors, 24, farmer, and Alma E. Larson, 25.

IT WAS NOT THE PRINTER.

Editor Sentinel: I wish to say that the party arrested on Baltes avenue was not James Baily, the printer, of Wagner street, but someone who used the name with purely malicious intent or through ignorance of the harm it would cause.

JAMES BAILY,
816 Wagner St.

WANTED—Girls. Apply at Fort Wayne Electric Works. 4-24-tf

Phelps CRAFT SHOP

The Place of Unique Gifts and Remembrances, Dinner Favors, Novelties, Souvenirs for Holidays and all Occasions.

The Most Beautiful Line of

Easter and Leap Year Novelties now on Sale ever Shown in the City. Remember the CRAFT SHOP when doing Your Shopping.

SOUVENIR POST CARDS
QUALITY AND ORIGINALITY

Arcade Bldg. Phone 2145—2 Rings

Charles A. Phelps

Proprietor.

SHRINERS ATTENTION!

To fully appreciate the beauties and wonders of your western trip, take a

Prism Binocular Glass

We have a few left, ranging from 6 to 10 power.

ROGERS EYESIGHT SPECIALIST

ANTHONY HOTEL CORNER.
Fort Wayne's Best Optical Store in Fort Wayne's Finest Building.

DATE SEED SPROUTED IN MAN'S APPENDIX.

Lawrenceburg, Ind., April 30.—Charles J. Junker, aged 41, a city councilman, was overcome by an attack of acute appendicitis while attempting to lift a desk at his business house. He was removed to his home and an operation was performed on him 32 minutes later. After his appendix was removed a large date seed, that had commenced to sprout, was discovered in it.

SOLEMN PEAL OF TOLLING BELLS GREETS DEATH SHIP

(Continued from Page 1.)

came on board and the work of removal was begun swiftly.

Total of 116 Buried at Sea.

It was announced that the total number of bodies on board was 190 and it had been found necessary to bury no less than 116 at sea. Among those brought to port are the bodies of two women.

Captain Richard Roberts, seeking Col. Astor's body, reported after a conference with Commander Larnder, of the Mackay-Bennett, that he was sure the identification was proper. He added, however, that the body identified as that of George B. Widener, of Philadelphia, was so mutilated that Captain Larnder could not say positively whether it was that of Mr. Widener or of his valet.

Astor Identification Certain.

After a second conference with the commander of the Mackay-Bennett Captain Roberts announced that there was no doubt of the identification of Col. Astor's body. In the pockets $2,500 cash had been found, and he wore a belt with a gold buckle. The body identified as that of Mr. Widener was buried at sea.

At 11 o'clock the work of removing the dead from the forward deck had not been completed. None of the coffins had been touched. No one without special permit was allowed aboard the boat and as the chaplain and the commander were remaining aboard pending the removal of more bodies it was impossible to obtain a full account of the steamer's trip.

It was predicted that the mere work of unloading would take perhaps all day. As fast as bodies were put on the pier they were placed in wagons and taken up the hill to a curling rink, where they will be prepared for inspection.

Capt. Larnder Tells of Search.

Citizens of Halifax in general, cautioned by the clergy, remained away from the vicinity of the navy yard and only a thin fringe of humanity lined the walks 300 yards from the pier.

Col. Astor's body was brought off the ship shortly before noon and taken with others to the morgue.

Captain F. M. Larnder then received interviewers on board and described the work of the Mackay-Bennett at sea.

The total number of bodies found, he said, was 306. Of these 116, most of them members of the Titanic's crew and unidentified were consigned to the sea, and the remaining 190 brought to Halifax. Only 18 bodies of women were found afloat.

The captain told of the finding of the body thought to be that of Mr. Widener, which was buried at sea. George B. Widener, jr., talked with the captain today and felt sure that it was the body of Edward Keating, Mr. Widener's valet. There were letters in the pockets addressed to George B. Widener but the initials on an overcoat were "E. K." and the quality of the under clothing was not similar to that which Mr. Widener wore.

Grim Relics Dotted Sea.

Relics of the great Titanic dotted the sea over an area 30 miles square, Captain Larnder said. "Doors, windows and chairs by the score were found floating, but to none of them were bodies lashed. In several instances there were groups of floating bodies numbering fifty or more but none were lashed together. Col. Astor was found standing almost erect in his life belt.

Small boats were lowered by the Mackay-Bennett whenever a group of bodies was sighted and into these the dead were piled several at a time. Hauled on board the cableship, each was numbered with a canvas tag and the valuables and papers were placed in a canvas sack. Canon K. O. Hind, of All Saints Cathedral here, conducted the services in connection with the burial at sea. On three separate occasions services were held.

"We buried so many at sea," said Captain Larnder, "simply because we could not accommodate them. We had limited embalming supplies, and it was absolutely necessary to consign many to the deep. The majority of those sunk were unidentified. We had instructions when we left here to pick up all the Titanic's dead we found but under the conditions it was impossible to carry out these instructions."

None Others Added.

While among the 190 bodies brought ashore were those of John Jacob Astor and Isidor Straus, none other of the prominent persons missing were added to the list of recovered dead by the Mackay-Bennett's arrival.

Sailors worked for four hours unloading her and the dead were taken to an improvised morgue in a curling rink, where relatives will have opportunity to claim them.

MANY FAMILIES MOVING.

The moving season is at hand and arrived all in a bunch. The demand for moving trucks can hardly be supplied and the lighting companies are forced to put extra men to work changing meters and installing new ones. One local lighting company has averaged forty moves per day for the last few days, and it is stated that more than a hundred contracts are being signed daily.

WILL BEGIN WORK SOON.

R. T. Bastress, general manager of the new Fort Wayne, Maysville and Toledo interurban, has opened offices at Maysville and it is expected that actual work over the new line will begin immediately. It is proposed to open the road for operation of cars between Fort Wayne and Maysville first, and then make the extension to Bryan, where connection is made with the line running from Bryan to Toledo. Mr. Bastress was in Fort Wayne today for conference with Somers & Kennerk, attorneys for the new interurban.

TITANIC NOT SPEED-BOAT DECLARES ISMAY ON STAND

(Continued from Page 1.)

told Captain Smith after the collision that the boat would sink within an hour.

"I had a long talk with Officer Boxhall," said Burton, "and asked him to recall if he could what he heard Captain Smith say on the deck of the ship after the collision. Boxhall recalled several trivial things that had been said on the bridge and about the deck before the order was given to get out the lifeboats and then recollected what Captain Smith had said about the ship a few minutes after the collision.

"He said that Captain Smith had told him about twenty minutes after the collision that the Titanic was doomed, and J. W. Andrews, representing the builders, had given him the information. Andrews had gone over the ship immediately after the crash and discovered that her hull had been ripped open. He then told the captain the ship could not be saved."

Corroborates Other Witness.

This testimony is corroborative of that given by Samuel Hemming, a seaman, who said the boatswain woke him up with the exclaimation: "Get out of here. You only have half an hour to live. This comes from Andrews. Keep it to yourself."

Senator Burton planned to have Boxall recalled to the stand before leaving for England to be questioned further about this incident.

E. J. Dunn, an importer of New York, was the first witness. He told of a luncheon conversation of a day or so ago, when a friend told of receipt by the Western Union Telegraph company of a wireless message which was transmitted to "Islefrank" between 7:30 and 8 o'clock Monday morning. The code address is that of P. A. S. Franklin, vice president of the International Mercantile Marine. The message, the witness said he was informed, told of the Titanic disaster, news of which was not made public by the White Star line until 12 hours later.

Refuses to Disclose Name.

"What was your informant's name?" asked Senator Smith.

"I can't tell you," replied Dunn. "I am under pledge not to reveal his name."

"When did you see him last?"

"Last night in New York at the train. He promised to come over here to testify. Today I received the following telegram: 'Regret present circumstances do not permit departure.' (No signature.) That is all I know of his failure to be here."

"I must insist that you give your informant's name," the senator continued.

"I can't give it; I regret it very much," said Dunn, his face flushing a brilliant red.

"Did your informant tell you why you should not give his name?"

Wanted to Protect Father.

"Simply a matter of protecting his father. He said his father was employed by the Western Union and that if this matter came out and it was known that he gave it his father would lose his position."

Mr. Dunn was temporarily excused, Senator Smith telling him to retire to his office. Charles H. Morgan, of Cleveland, a deputy United States marshal, who brought the witness, Louis Klein, to Washington, who subsequently disappeared, was next called. He said that Klein had signed a paper waiving issuance of subpoena and had come to Washington voluntarily. He said Klein disappeared from his hotel several days ago and could not be found.

Senator Smith left the room after Morgan had testified and conferred with Mr. Dunn in his private office. He instructed Dunn to get into telephonic communication with the man who told him about the mysterious message and ask his permission to disclose his identity.

"I am going to get the man's name," said Senator Smith. "If he will not permit disclosure of his identity we will use other means to get it."

Knows Contents of Message.

"What was the information in the mysterious message?" Senator Smith was asked.

"Dunn has not disclosed it on the stand but I know what it was," said the senator. "It shows that the White Star people had information about the fate of the Titanic hours before they made it public."

"Did the message refer to an attempt to reinsure the Titanic?"

"I cannot say now," the senator replied.

Mr. Franklin, when Senator Smith returned to the committee room, rose and suggested that the committee call upon the Western Union to produce the message.

"Do you waive all your rights of secrecy in this matter as you did in the other yesterday?" asked the senator.

"Absolutely," said Mr. Franklin. "We want this matter sifted to the bottom and we want you to have every wireless message, telegram and cablegram sent or received that has any bearing on the disaster."

With this information Senator Smith returned to his own room to press the witness further.

Mr. Ismay then took the stand.

PURCHASE OF SUPPLIES,

Indiana School for Feeble Minded Youth.

The Board of Trustees of the Indiana School for Feeble Minded Youth will receive bids for the regular monthly supplies at the office of the Superintendent on Tuesday, May 7th, 1912, at 10 o'clock a. m.

A list of all supplies with specifications will be found in the lobby of the Old National Bank, Fort Wayne, Indiana.

The Board reserves the right to reject any or all bids.

For the Board of Trustees.
A. E. CARROLL,
Superintendent.

CARD OF THANKS.

We desire in this way to extend our heartfelt thanks to our kind friends and neighbors for the beautiful flowers, kindness and sympathy extended to us during the last sickness and death of our beloved husband and father.

MRS. C. BONDOT AND FAMILY.

If you want quality, buy at The Pape Furniture Co. 4-11-t-t-s-10t

THE FUNERAL OF GEN. FREDERICK D GRANT IN NEW YORK.

This news photograph shows the funeral procession for Gen. Frederick Dent Grant in New York City, a caisson bearing the coffin, which was followed by Gen. Grant's charger, comparisoned in black. Burial was at West Point.

FORTUNE TELLER TALE IS UNTRUE

Mrs. Cerull Says She Did Not Try to Rid Herself of Her Husband.

UNUSUAL CASE IS ON

Mrs. Arista Cerull denied in the superior court today where she was testifying against her husband, John Cerull, in a divorce case that she had ever taken stock in a story told her by a fortune teller to the effect that she was destined to marry a rich farmer and live happily forever afterward.

She admitted that she had consulted a fortune teller and that this story had been told her, but she was emphatic when she said she was not trying to get a decree so as to be ready and waiting when the rich farmer bobbed up. The couple was married in 1872 and has a family of grown up children and the wife charges her husband spent his time and money in saloons.

Dunlap on Trial.

Ralph Dunlap was placed on trial in the circuit court this afternoon on a charge of forgery. It is said he signed the name of George Krudop to a check for $3 and got the money on it.

Cost Bates Only $2.

Theodore F. Bates' efforts to get elected representative cost him only $2 and this was spent for advertising. His report was filed today along with that of Clayton F. Lindemuth. Mr. Lindemuth spent $229.40 and most of it went for advertising.

More Exemptions Claimed.

From 500 to 1,000 more mortgage exemption claims have been filed this year than were put on record in 1911, according to the estimate made by County Auditor Calvin H. Brown.

Mr. Brown also says that the papers came in a better shape this year than in former years and more care was used in getting the property descriptions in the blanks.

Didn't Get Much Care.

In her divorce complaint Emily Mary Dings says of William Dings that he didn't show her much care during their married life. H. W. Kerr is her attorney.

WAS SLAIN BY TRAMPS.

Railroad Detective Found Murdered in Yards at Princeton.

Princeton, Ind., April 30.—Harry Murphy, 35, of St. Louis, a special detective for the Southern railroad, was found murdered in the railroad yards here today. There is no clue to the murderers, but it is thought he was killed by tramps.

IRON WORKER KILLED.

Indianapolis, April 30.—Charles B. Egan, of Atlanta, Iowa, a time-keeper and structural iron worker, was killed today by the falling of a large iron beam at the new building of the Merchants National bank. Another workman was slightly hurt. Egan was 24 years old.

EARLY RETURNS BEGIN TO COME

(Continued from Page 1.)

closed until 9 p. m. in these places definite results of the great contest were not expected until late tonight or perhaps Wednesday morning.

The primaries were held under lowering clouds with a chilly moist breeze from the sea. In this city every effort was made to bring out a full vote.

Over 15 years' experience has taught us how you want your glasses made.

Meigsett and Shur-On mountings will let you work or play with assurance that your glasses will stay on.

MEIGS EYESIGHT SPECIALIST

LYRIC THEATER BLDG.
1012 Calhoun Street.

THE DEATHS

IEGLINSKI.

Anthony Ieglinski, son of Pistro Ieglinski, of 1138 Hayden street, died at 9:30 o'clock Monday evening from exhaustion. Funeral services will be held Wednesday morning at the Polish Catholic church. Interment will be made at the Catholic cemetery.

BAHRDT.

Mrs. Maggie Bahrdt, aged 63 years, 8 months and 7 days, died at 4:20 o'clock Tuesday morning at the family residence in Lake township, five miles northwest of Fort Wayne. Death was due to complications and followed an illness of four weeks.

The deceased was born in Ohio, August 23, 1848. She was the wife of Christ Bahrdt, a well known Lake township farmer. Surviving besides the husband she leaves one son and six daughters—John Bahrdt, of Lake township; Mrs. Noah Willts, of Cedarville; Mrs. Anna Shirey, of Lake township; Mrs. Fred Beaberstein, of Wells county; Mrs. John Merrilett, of Washington township; Mrs. John Gick, of Adams township, and Mrs. Louis Schroeder, of Adams township.

Funeral services will be held Friday afternoon at 1 o'clock from the residence. Interment will be made at Lindenwood.

FUNERAL NOTICES.

Goethe.—Funeral services for Alexander Goethe Wednesday afternoon at 2 o'clock from the residence, 512 West Third street, and at 2:30 o'clock from Trinity German Lutheran church, Rev. Paul Stoepplewerth officiating. Interment will be made at Concordia.

Brandenburger.—Funeral services for Mrs. Louise Brandenburger Wednesday afternoon at 2 o'clock from the residence, 621 Holman street, Rev. Jacob Miller officiating. Interment will be made at Concordia.

CITY COURT DOCKET.

Judge Mungovan Had an Easy Time With His Court Today.

Arnold Thain, drunk, James Phillips, drunk, and three vagrants, whose names would add nothing to this narrative, were let go in the city court today, while George Briedewell and George Wagner, also plain drunks, were given $1 and costs each. When he had disposed of these, Judge Mungovan's duties for the day were over.

CLUB'S INFORMAL OPENING.

Directors of the Fort Wayne Country club met Monday night at the Commercial club and officially set May 4, next Saturday, as the date for the informal opening of the club house. The formal opening will be held May 30, on which date the first official games will be played over the new course. Interurban cars on the Huntington division stop hourly at the club grounds.

THE WEATHER.

LOCAL FORECAST.

Fort Wayne, Ind., April 30.—Forecast for Fort Wayne and vicinity: Fair tonight. Wednesday increasing cloudiness and warmer, with probably showers by Wednesday night.

GENERAL FORECAST.

Washington, April 30.—For Indiana—fair tonight; Wednesday increasing cloudiness and warmer, probably followed by showers by night.

For Ohio—Fair tonight with probably frost; Wednesday increasing cloudiness with rising temperature.

For Lower Michigan—Increasing cloudiness, probably followed by showers west portion late tonight or Wednesday; slowly rising temperature Wednesday.

Summary of Weather Conditions.

The eastern storm has passed to the Atlantic coast districts, accompanied by general and quite heavy rains during the last 24 hours from the Mississippi to the Atlantic; it has been followed by clear weather throughout the central states this morning. From the Ohio valley and the lake region to New England temperatures remain quite low for the season, but warmer weather is reported from the states west of the Mississippi.

Another storm of wide extent and marked intensity covers the northwest this morning, with its center north of Montana; it is giving some rain over the upper Missouri valley, the northern Rock mountain region and the Pacific coast districts. This storm will move southeastward, but its influence will not be felt in this section before Wednesday afternoon or Wednesday night; it will be fair tonight with increasing cloudiness and warmer on Wednesday.

W. S. PALMER,
Local Forecaster.

HATS and CLOTHES

THEY'RE OUR SPECIALTIES—

Therefore we offer you better goods than obtainable elsewhere. Our $10 and $15 suits give you self-assurance and the air of a gentleman. All styles in latest patterns.

BUCKEYE HATS

NO MORE **$2** NO LESS

THE BUCKEYE

819 CALHOUN ST.

EXPRESS RATE CUT POSTPONED

Indiana Rail Commission Holds Up Its Order Until June 15.

EXACTS A PROMISE

Indianapolis, Ind., April 30.—The railroad commission of Indiana today postponed from May 1 to June 15 the date of the taking effect of its January order reducing express rates in Indiana about 15 per cent.

The reason for the postponement is that by June 15 the inter-state commerce commission expects to issue an order establishing express rates throughout the United States.

The attorneys for the express companies said if the rates fixed by the inter-state commerce commission were reasonable the companies would put into force in Indiana on intra-state business, the same rates that the federal commerce commission lays down for inter-state business.

WANTED—Girls. Apply at Fort Wayne Electric Works. 4-24-tf

HOME FROM MASSACHUSETTS.

Warring Chieftains Back From Scene of Campaign Conflict.

Washington, April 30.—President Taft returned to Washington from his campaign trip to Massachusetts shortly before 10 o'clock today. His stay in the capital will be brief, however, as he is scheduled to leave for Savannah, Ga., late this afternoon. The president also will visit Augusta, Ga., and attend memorial services there for his late aide, Major Archibald W. Butt.

New York, April 30.—Col. Roosevelt returned here this morning from his campaign in the Massachusetts primary and spent the early part of the day at his offices. This afternoon he planned to go to his home at Oyster Bay.

Cling to the best—"POTATO-LOAF Bread." 4-27-tf

TEMPLE THEATRE TODAY

Lew Hawkins, Jones and Deeley

and other vaudeville stars

Next Week—Odiva.

FREE CARNIVAL

10 days, commencing May 2, South Calhoun St., two blocks south of Pontiac. Shows, riding devices and free acts.

MAJESTIC THEATER

TONIGHT, APRIL 30.

JOSEPH SHEEHAN

English Opera Company in Oscar Hammerstein's Great Success

"THE LOVE TALES OF HOFFMAN"

Said to be the best light opera America has heard since the days of "Robin Hood." Chorus of 50 and Special Augmented Orchestra.

PRICES—Boxes, $1.50; Lower Floor, $1.00 and $1.50; Balcony, 75c and $1.00; Gallery, 50c; Seat sale on.

THREE DAYS, STARTING MAY 2.
Saturday Matinee, Any Seat, 25c.

JOHN NICHOLSON

And an Exceptional Cast in Leta Vance's Daring Play,

"THE PRICE THEY PAY"

Probably there is not a theme more vital to American womanhood than that of international marriage, and to see this daring drama with its powerful climaxes and its heart throbbing love story will be worth while. Mr. Nicholson, who is well known in Fort Wayne as a stock actor, is seen in a new role, one he has created and made so true to life that it startles.

NIGHT PRICES.....15c, 25c, 35c, 50c, 75c

NEED MONEY FOR TAXES?

Get busy and get it from us and save yourself needless expense.

You can have all the time you want to pay it back in small installments by the week or month.

Get any amount from $5.00 to $100.00. Our interest charges are 6 per cent a year. Your furniture, piano, horses and vehicles or stock will do as security without being deprived of their use. Private office in connection for transaction of business.

Short time loans to mechanics, salaried people and others on their own note.

INDIANA LOAN CO.

211-212 Shoaff Bldg. Second Floor.
Established 1895. Home 'Phone 995.

NEWS OF FORT WAYNE'S NEIGHBORS

KING OF GRAFTERS IS UNDER ARREST

O. A. McClish, Notorious Confidence Man, Caught in Ohio and Returned to Decatur.

Decatur, Ind., April 30.—O. A. McClish, alleged high priest of the green goods organiation of Adams county and king of a gang of grafters who are charged to have fleeced innocents out of many thousands fo dollars and for whom the officers have been looking since November, 1910, has been arrested at Elyria, O., and will be brought here this evening to face indictments returned against him by the grand jury.

McClish is the supposed leader of a gang of confidence men who have operated in this and other counties. He bears the reputation of a smooth gambler and is said to have served time in Indiana, having been sent up from Allen county for working some sort of a confidence game. In addition to the charge brought against him in connection with Reynolds as an accomplice, McClish is charged with William Ward in two cases and John Mackey in one case with the offense of conspiracy to seal from Daniel Cook, Ed Marschaud and Roll Spade.

The amount of money so far as is known taken by McClish and his co-conspiators from unsuspecting Adams county citizens amounts to $2,345. Of this sum Frederick Koenig lost $720, Dan Cook, $510; Ed Marschaud, $515, and Roll Spade, $600.

With the arrest of McClish all parties connected with the scheme in Adams county, so far as known, are now in custody. Ward is under bond in two cases and Mackey in one. Reynolds is serving a two to fourteen years' term at Michigan City for his part in the conspiracy.

IN THE SAME GRAVE.

Father and Son, Killed in Explosion, Were Buried.

Hartford City, Ind., April 30.—Five little orphans were the chief mourners at the funeral of their father, George Gaskill, and their brother, Ralph, whose lives were snuffed out in a twinkling by an explosion of dynamite on the Maddox farm, northeast of this city, last Friday. Services were held at Goodboo church in charge of Rev. G. W. Zike, of Montpelier, and interment was made in the Sun Grove cemetery, east of Balbec. The same hearse bore the two mangled forms to the cemetery where they were lowered to their last resting place in the same grave.

The five fatherless and motherless tads, the oldest eleven and the youngest aged two, made a pathetic picture as they mourned at the bier of the dead. It was a scene that moved to tears many a strong heart in the congregation whose sympathy could not help but go out to the poor little unfortunates who were so suddenly and deeply bereaved by the tragedy.

BUTLER SCHOOL GRADUATES.

Butler, Ind., April 30.—The commencement exercises of the Butler high school will be held at the Butler opera house Thursday night, May 9. The following are the names of the graduates: Miss Pearl Brink, Miss Garnett Brink, Glen Frecburn, Miss Hazel Gunsenhouser, Ralph Sechler, Miss Zura Shumaker, Miss Blanch Whetsel, Miss Hazel Chambers, Miss Mary Strong, Miss Winnie Smurr, Chas. Wiley and Ross Tomlinson.

GAVE ALL TO HIS WIFE.

Decatur, Ind., April 30.—In his will just probated Silaz Kizer, late of Hartford township, bequeaths all his estate, after the payment of just debts and funeral expenses to his wife, Lydia A. Kizer, during her life. At her death it is to be divided among his children, Ruth E. Rittgers, B. F. Kizer, Peter D. Kizer, Charles Kizer, James Kizer, Ada M. Younts. Five hundred dollars is to be used for the erection of a monument.

TEN DAYS OF MARRIED LIFE.

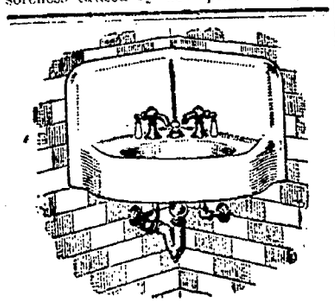
Bluffton, Ind., April 30.—Lydia E. Johnson was granted a divorce from her husband, Christopher C. Johnson. The complaint stated that the couple lived together only ten days and during this time the defendant mistreated the plaintiff. He also abandoned her.

Save Loose Teeth

Press against your teeth and see if they are loose. If any of them move at all, indicates a serious condition, for they will get worse and worse until they fall out, unless treated with Call's Anti-Riggs.

This pleasant home treatment sells at 50c a bottle at Woodworth Drug Co. or Meyer Bros. Drug Co.'s Drug Stores, with an absolute guarantee of money back if it fails to cure Riggs Disease (loose teeth, bleeding and sensitive gums, etc.) It will save your teeth, sound and firm, for a lifetime, and you should use it at once. Recommended by leading dentists and professional people.

Call's Anti-Riggs quickly cures the soreness caused by new plates. Try it.



"Standard" "Athena" Lavatory

ARE you perfectly satisfied with your plumbing equipment?

Tastefully designed "Standard" Plumbing Fixtures scientifically arranged and installed by us stand the tests of time and use.

Changing water pipes for water meters promptly attended to.

M. F. NOLL,
Phone 570.
Cor. Lafayette and Jefferson Streets.

LAW VIOLATORS HEAVILY FINED

Defendants in Blind Tiger Cases at Warsaw Are Given Their Medicine.

Warsaw, Ind., April 30.—The "blind tiger" cases that were set for trial Monday were promptly taken up on the arrival of Judge Wrigley of the Albion-Whitley circuit from his home at Albion. These were the cases that were on the indictments sworn out by the Ministerial Association committee for violation of the liquor laws.

One of the offenders, Joseph Thorne, entered a plea of guilty to a charge of selling liquor illegally and was fined $75 and costs and sentenced to four months in jail. Sentence was then suspended by Judge Wrigley. Frank Randels, charged with the same offense, and also John Scollard, who was awaiting trial on a like charge, both appeared in court and entered pleas of guilty to the charges. Each was assessed a fine of $25 and costs and four months in jail. The jail sentence, however, was also suspended in the cases against Randels and Scollard. The case against Edward and Phoebe Hall, on a similar charge, is set for trial this week.

ISSUES A REQUISITION.

Governor Marshall Approves Return of McClish for Trial.

Indianapolis, Ind., April 30.—A requisition on the governor of Ohio for the return of Ode McClish from Elyria, Ohio, to Adams county, where he is wanted on a charge of conspiracy to steal, was made by Governor Marshall yesterday. It is alleged that he and friends worked a confidence game on a number of farmers in eastern Indiana by representing that he and his accomplices had for sale currency plates, stolen from the government. It is alleged that McClish demanded from $600 to $1,000 from his victims, who were to have an interest in the manufacture of money from the plates.

COMMITTED SUICIDE

Excessive Cigarette Smoking Brought Poor Health and Despondency.

Peru, Ind., April 30.—Willis Brock died yesterday from the effects of carbolic acid. It is said that he had made three attempts to end his life. Ill-health, due to excessive use of cigarettes, is said to have been the reason which caused him to seek death. He had spent considerable time in the forenoon assisting his wife around the house and in preparing the children for school, and before the children left the house he kissed and bade each one good-by. Then he sauntered back into the house, spoke a few words to his wife and walked upstairs. A short time later Mrs. Brock heard a noise upstairs and hastened to he room in which her husband was located and asked what was the matter. Brock answered that he had merely broken a glass. Mrs. Brock noticed a broken glass on the floor, and then she smelled the odor of carbolic acid. She asked her husband if he had drank any, and he answered yes. She screamed as her husband fell to the floor, dying. Death occurred within a few minutes. Brock was 35 years of age and a painter and paperhanger by trade.

FISHERMEN FINED.

Albion, Ind., April 30.—Foot, Lemon and Stevenson, three Noble county fishermen were arrested while operating a net and with a sack full of fish at Skinner Lake Sunday by Deputy Wardens Will Fleming and Harry Walker. The men were released, and appeared in Albion Monday and were "soaked" the usual amount each.

GO WITH THE SRRINERS.

Columbia City, Ind., April 30.—Mr. and Mrs. Herbert B. Clugston will leave on Wednesday with the three car loads of Fort Wayne people that go to Los Angeles, Cal., where the gentlemen will attend the Shriners' grand lodge Masonic meeting.

ABOBITE NEWS.

Aboit, Ind., April 30.—The high wind of last Friday blew down several fences and otherwise done damage in this locality.

The high school closed for the term at Roanoke last week.

Cary Corning of near Huntington has moved to the Wygant farm in this vicinity.

Mrs. Moses Allen, brother and his daughter arrived home Saturday evening. They will attend the funeral of Mrs. Allen's daughter, Mrs. Mary Barnhout.

Fred Cruse and men took out a portion of their dredge that has been in Little river ditch since operations ceased.

Mrs. Susan Cruse, daughter and son of Roanoke have been visiting her sister, Mrs. Lincoln Hatfield, for the week past.

Hucksters and junk dealers were out on their annual tour last week.

George Black is still engaged in sawing lumber in this vicinity.

Mrs. G. S. Bowen, of Lynn, Ind., has purchased the Beach elevator and will take charge May 10. The price paid was $3,850.

Sheep-killing dogs got after Charles Sprinkle's flock one night last week and killed one of his lambs.

Robert Mills, daughter and son were at Wayne shopping last Saturday.

Miss Freda and Margaret Sickafus returned home last week from Roanoke where they visited an aunt.

Mowey & Rowell are engaged in painting William Sherrer's residence.

Prairie fires lightened up the sky Saturday evening while the grass burnt off.

A church choir will be organized at Christian church Wednesday evening.

A Sunday school convention was held at Munson Chapel last Sunday afternoon.

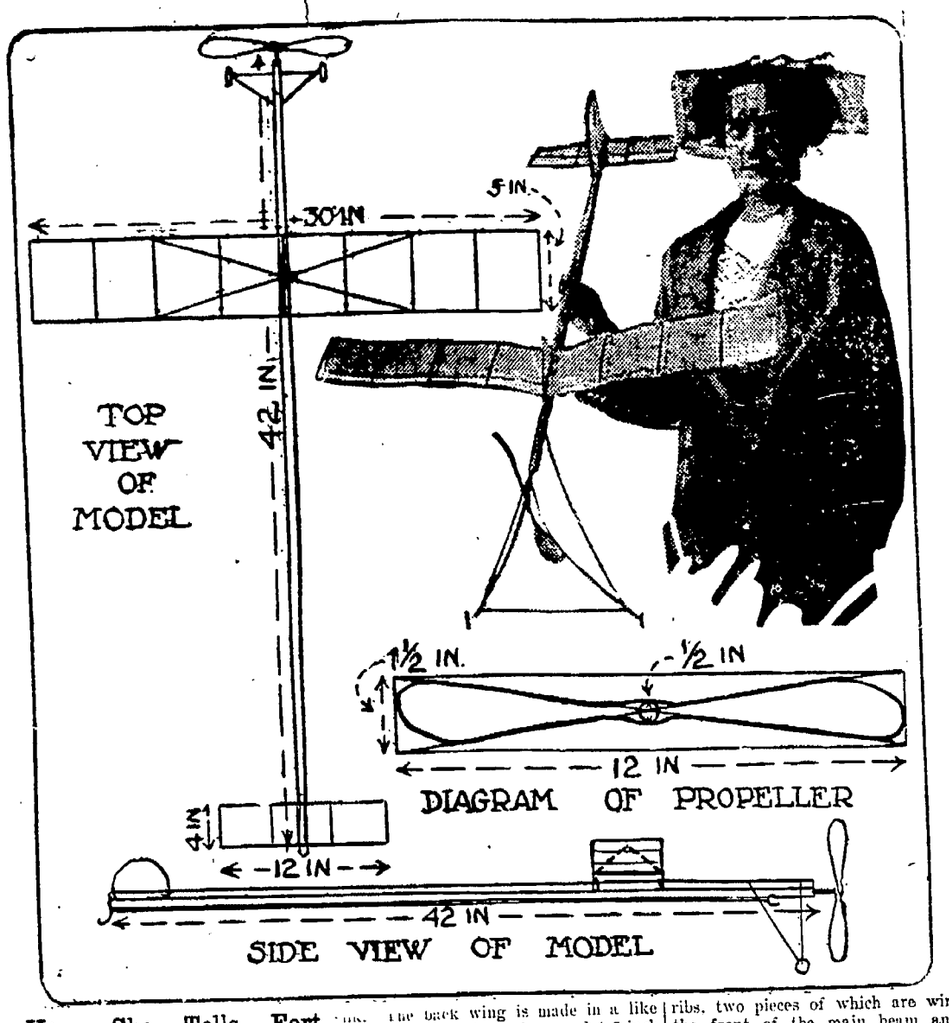
A large amount of oats was sown last week.

The outlook for pasture just now is not very encouraging as the weather keeps cool and retards the growth.

Bright, warm sunshine weather is needed to warm up the ground to start vegetation also.

G. S. Bowen, our new elevator man, has rented the McBride homestead and will occupy it soon.

15-YEAR-OLD GIRL BUILDS 3 AIRSHIPS



Here She Tells Fort Wayne "Bugs" Just How to Do It.

A 15-year-old school girl won first honors in an amateur aviation meet held in Chicago the other day. Then it developed that she had built two airships and was at work on a third. Her first was a good model, but without equipment to fly. Her second was a model that would fly. Now she's at work on one that will fly with her in it!

The Sentinel asked this girl, Miss Martha Boyd, to tell young aviation bugs of Fort Wayne how to build a tractor type flying model. Here is her story.—EDITOR.

By Martha Boyd.

In this model the front wing consists of two pieces of 1-4x1-16 inch bamboo 30 inches long, and 9 five-inch ribs of the same stock slightly bent to a parasolic curve over a candle. These ribs are placed equally distant along the pieces by gluing and binding them with thread. The frame is covered with oiled silk. The back wing is made in a like manner with 1-2-inch pieces and 4 5-inch rigs.

The front fin is made of piano wire and silk and attached to the wing beam. Strings are run from the wing beam to the vertex of the front fin with slip knots so that the wing may be adjusted and the proper curve of wing for balancing obtained. The rear fin, also made of piano wire, is inserted on the main beam and wired down. The unattached end is bent around in a semicircle to the rear of the main beam, where it is wired on and the end bent around to form a skid.

Wings and fins are improved by shellacing the silk.

The main beam is a stick planed down oo 3-8 inch square and 42 inches long. The front wing is attached 8 inches back by U-shaped pieces of aluminum and wired on. The back wing is attached by wiring to the rear of the main beam.

The landing gear consists of four pieces of bamboo, similar to that in the ribs, two pieces of which are wired to the front of the main beam and the other two six inches back. Then one inch from the lower end of the gear is wired a 10-inch axle. Small wheels are attached at the extremities of the gear.

The propeller is made by cutting a piece of white pine or spruce 12 inches long, 1-2 inch thick and 1 1-2 inch long. Draw transverse lines from the corners through the center as in drawing. Draw a half-inch circle about ohe center and connect the circumference with the transverse line as illustrated in drawing. Saw this out with a scroll saw and carve from one edge to the other with a knife. Then cut one blade round and make a paper pattern of it, lay this on the other blade and trace around the edges. Cut on this line and then both blades will be the same. Balance the propeller on a wire by sandpapering. Shellacing the propeller will add to he appearance.

The propeller is attached to a rubber band motor and the motor to the main beam by hooks.

Martha H. Boyd.

WERE AWARDED PRIZES.

Columbia City, Ind., April 30.—The Corn Booklet contest originated some time ago by County Superintendent A. R. Flock, came to a close Monday at which time the winners were announced by the judges. The first prize was won by Miss Sylvia Pence, of district number 8, Thorncreek township, and the winner was awarded $5 offered by the First National bank. The second prize, $3, offered by the Farmers' Loan & Trust company, was won by Milford Yant, of the Collins schools.

ANTWERP NEWS.

Antwerp, Ohio, April 30.—Phillip Murphy is here for an extended stay, to look after his property.

Miss Hazel Stainfield was a Fort Wayne visitor Saturday.

Miss Flossie Johnson was a Pauling visitor Friday, where she furnished the piano music for the assembly.

Fred Hertle was a Fort Wayne visitor Sunday.

Miss Elizabeth Bratton, went to Fort Wayne Saturday, where she is taking vocal culture.

John F. Miller, one of our very prosperous farmers living west of town, in company with his wife left via the Wabash for Fort Wayne Saturday, where they were joined by Herman Lorenz and wife and the party took the Wabash for Buffalo, N. Y., enroute to Germany. They embark Tuesday on the Kaised Augusta Victoria, of the Hamburg American line, their destination being the city of Chenmitz. They expect to be gone about two months.

Mrs. Fred Pocock and children, Marian and Margaret, of Fort Wayne, after a pleasant visit at the home of his parents, Mr. and Mrs. J. L. Pocock, returned to their home Saturday.

Mr. and Mrs. North G. Osborn were Sunday visitors at Fort Wayne.

Mrs. Arletta Mulcahy, of Peru, is visiting here the guest of T. C. Banks and family.

Mrs. Doctor Hackedorn was a Fort Wayne visitor Sunday.

James Sexton, in company of with his wife and little daughter, were Paulding visitors Sunday.

L. M. Headworth, of Detroit, assistant field manager for the Continental Sugar Co. last season, has again assumed his old job, and reported for duty at this place Monday.

Thomas A. Graves and wife, who have been sojourning at St. Petersburg, Fla., returned to their home at this place Friday.

T. G. Foster was a Woodburn visitor Monday.

A transaction was pulled off here Saturday by which North G. Osborn, owner and editor of the Antwerp Bee, becomes owner of the Antwerp Argus plant also. The publication of this paper will be discontinued no doubt.

The partnership heretofore existing between Orley Deal and Frank Reeb in the grocery business has been dissolved, Mr. Deal retiring and Mr. Reeb will be sole proprietor.

HARLAN NEWS.

Harlan, Ind., April 30.—Mesdames E. C. Reichelderfer, G. A. Reeder and John Spindler, representatives of the order of the Eastern Star, attended the conention at Indianapolis last week, returning Friday.

Frank K. Cosgrove, who has been looking after his father's estate, returned home Saturday.

The Masonic lodge gave a banquet at the Lutheran church basement on Friday evening. Visiting members of both the Leo and Spencerville lodges were present.

Mrs. Forrest Clark, wife of the manager of the Harlan telephone system, is threatened with appendicitis. Mr. Clark's mother, of Chicago, is here nursing he. Dr. W. H. Thompson is the attending physician.

Mrs. Annie Huffman of the city accompanied, by her son John, were here the latter part of the week looking after property interests.

Rev. W. E. Ingalls, a former pastor of the M. E. church, preached for the congregation Sunday night. He was heard with interest and many old friendships were renewed.

Joe Guilleron of the city spent Sunday with Miss Edna Fry.

Our public school closes this week. The baccalaureate sermon will he delivered by Rev. F. V. Westhafer at the Church of Christ on next Sunday evening. The graduating class will give their entertainment at the M. E. church on Monday night following and commencement exercises occur on Tuesday night. J. Boyd Jones will address the class on that occasion.

Solomon Doty, wife and daughter of Milan township and Misses Venora and Myrtle Hollopeter of near Cedarville were Harlan callers Saturday.

The Sunday school convention of Milan township will be held at Devaux Chapel next Sunday afternoon and evening.

MONROEVILLE.

Monroeville, Ind., April 30.—Chris Brewer and family, of Fort Wayne, spent Sunday here with relatives.

Glenn Johnson, of Fort Wayne, called on friends and relatives here Saturday.

C. O. Dunton and family, of Fort Wayne, were guests of Mr. and Mrs. B. I. Friedline Sunday.

Sam Ginther, of New Haven, attended the I. O. O. F. anniversary exercises here Sunday afternoon.

Mr. and Mrs. Gurney Painter have been spending a few days with relatives at Van Wert.

Clyde Shaffer left yesterday for Milwaukee, where he expects to spend several weeks.

Norman Geyer, one of the high school graduates, is down with a threatened attack of typhoid fever.

Miss Flora Helier, of Fort Wayne, was the guest of Mr. and Mrs. G. E. Spake Sunday.

Dr. Roy Crabill, of Indianapolis, was here the latter part of the week the guest of his parents, Mr. and Mrs. B. C. Crabill, and other relatives.

Mrs. G. E. Spake entertained the Friendy Few Pedro cub last Friday evening. Mrs. C. A. Nill and Mrs. Tom Nill were invited guests. Prizes were won by Mrs. H. E. Steinman and Mrs. C. P. Mitchell.

The baccalaureate sermon by Rev. Hollopeter at the M. E. church Sunday evening was delivered in a pleasing manner and expressions of satisfaction were heard on every side. The music by the orchestra and choir was well chosen and well rendered. The church was well filled in spite of the threatened rain with friends of the graduates and those interested in school progress.

The I. O. O. F. anniversary exercises were fairly well attended Sunday afternoon, although the bad weather kept a great many away. The address by Rev. W. A. Griest, of Fort Wayne, was excellent in every respect. At the beginning of the service Mrs. Ethel Krick played a fine instrumental selection and L. E. Wright read the grand master's proclamation.

The high school commencement program to be given at the M. E. church next Thursday evening at 8 o'clock is as follows:

March ..... Mrs. Ethel Krick
"The Jolly Blacksmith" ..... Weber Male Quartet
Invocation ..... Rev. Wharton
"Nancy, Ma Yellow Rose" ..... Newman Quartet.
Address—"Travel and Truth" ..... Dr. John Grant
"Po' Lil' Lamb" ..... Quartet
Presentation of Diplomas ..... Supt. N. W. Coil
"Until the Dawn" ..... Quartet
Dismissal ..... Rev. Farmer

Try Sentinel Want Ads.

Royal
BAKING POWDER

Absolutely Pure

Used and praised by the most competent and careful pastry cooks the world over

The only Baking Powder made from Royal Grape Cream of Tartar—made from grapes

ROADS MUST PAY FOR COW KILLED

Such is Decision of 'Squire in a Lively Cow Case Tried at Bluffton.

Bluffton, Ind., April 30.—'Squire J. K. Rinehart has announced his decision in the damage case of N. E. Stafford against the Clover Leaf Railroad company and the Fort Wayne and Northern Indiana Traction company, finding for the plaintiff against both defendants. The plaintiff is given damages in the sum of $80.

The case resulted from a car on the Wabash Valley line killing a cow belonging to Mr. Stafford. The traction company claimed it was not responsible for the death of the animal, however, the cow getting into the track through a bad fence, around the Studabaker pasture field, just north of the city, which was supposed to have been kept up by the Clover Leaf company. The cow made its escape onto the Clover Leaf tracks and wandered to the tracks of the traction company, where it was killed.

The Clover Leaf attorneys claimed that road was not liable for damages as no train on that road killed the cow. Several fine points of law were involved and from what can be learned there is no case on record like it. The railroad companies will probably appeal.

DEATH OF AUBURN WOMAN.

Auburn, Ind., April 30.—After suffering for nearly four years with progressive anaemia, Mrs. S. P. Imhoff died at her home in this city at the age of fifty-five years. Mrs. Imhoff was born in DeKalb county, two miles east of this city, and with the exception of eight years spent in Columbia City after her marriage, had always lived in Auburn and DeKalb county, the most of the time having been spent in this city.

It's Best to Remember

that every organ of the wonderful human body is dependent upon every other. If your liver goes wrong your blood will be impure; if your bowels are inactive your stomach and digestion will show it. And one trouble leads to another.

Beecham's Pills

have become the most famous and the most approved family remedy in the world. They are known for their wonderful and unrivaled power to cause regular, natural action of the liver and bowels. They are gentle, safe but sure. Beecham's Pills benefit every organ of the body—brighten the eye, clear the brain, tone the nerves and increase vigor—because they

Remove the First Cause of Trouble

Special directions for women with every box. Sold everywhere, 10c., 25c.

TRI-STATE LOAN AND TRUST CO.

Best Security Known

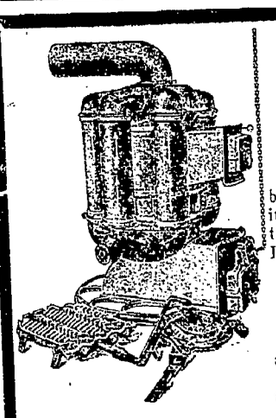
All Money Loaned on Mortgage Security.

4 Per Cent. Interest Paid on Deposits If Left 4 Months

Money Loaned at 6 Per Cent. Interest.

START A SAVINGS ACCOUNT TODAY.

PAID-UP CAPITAL $300,000.00
ASSETS OVER $4,800.000.00



The Buckeye Furnaces for Hard Coal, Soft Coal and Coke.

We use the most successful drop flue principle in the construction that has ever been invented. We make the smoke and gas travel fifty feet inside the casing before it reaches the smoke outlet. We are therefore able to heat with a 22-inch fire pot the same size house that with an ordinary furnace, it would take a 25-inch fire pot. If you want a furnace, don't fail to see thisone before you decide.

W. CARTER & SONS,

The Oldest Furnace Firm in Fort Wayne

are the agents for the Buckeye Furnace.

We also do all kinds of tile work. We have a patent cement that we can lay a tile floor on top of a wood floor, only using ⅝ of an inch for cement and tile. We guarantee this.

TELEPHONES 431—6168. 423 OLD FORT PLACE.

L. O. HULL
WALL PAPER

WHOLESALE and RETAIL; ALL KINDS; SURE to please you

Wall paper is a side issue in one corner of most stores, we sell nothing else and being the only wholesale house in Fort Wayne, we can sell you, at retail, better wall paper than others at the same price, or the same quality at a lower price. We are wall paper specialists and if in doubt what to buy, we can give your suggestions that are worth something.

WE DO PAPER HANGING

Do it right and charge no more than other stores. REMEMBER our new location is

123 EAST COLUMBIA ST.

Just three minutes' walk from the old store on Calhoun St.

Estimates furnished. Telephone 256.

The Fort Wayne Sentinel

EVERY EVENING EXCEPT SUNDAY.

By E. A. K. HACKETT.

Daily, Per Week, 10c. Daily by Mail, $5.20 Per Year. Weekly, Per Year, $1.00

VOL. LXXIII.....No. 217

OUR TELEPHONES.

EDITORIAL ROOMS.....650
COUNTING ROOMS.....173

TUESDAY, APRIL 30, 1912.

TONIGHT.

Amusements—"The Love Tales of Hoffman" at the Majestic; Vaudeville at Temple Theater; Motion Pictures at Lyric, Colonial, Gaiety, Fairy, Pearl, Star, Casino and Hippodrome.

Fraternities—Order of Red Cross; Grand Fraternity; Wayne Castle, K. of G. E.; Wayne Tent, K. O. T. M.; Modern Woodmen; Court of Honor; Fort Wayne Homestead, Brotherhood of American Yeomen; Degree of Honor, No. 2; B. O. B., Herd No. 20; Knights and Ladies of Honor.

Miscellaneous—Fort Wayne Medical Soicety; Plasterers, No. 70.

Northern Indiana is to Become Again a Fruit-Growing District.

The attention of The Sentinel has recently been called to the significant fact that more fruit trees are being sold and planted in Allen county this year than in any previous season in the history of the county, and the same situation is declared by men who are familiar with the matter to prevail throughout Northern Indiana. It indicates plainly a definite movement to bring Northern Indiana back to its former prominence as a fruit-growing region.

Time was, a score or more years ago, when the orchards of this territory not only supplied the local fruit demand abundantly, but provided a considerable surplus for shipment to other markets. It was rarely necessary to call upon the outside world for supplies of this character. Orchards of Northern Indiana, rich in fruitage, yielded in abundance and fruit was available at prices that placed it within the reach of all. Apples, peaches, pears, plums and kindred products, home grown and high in quality, were dependable crops.

Then came the invasion of the destructive insect life that fastened its blight upon the orchards of this section. Few of the fruit-growers were either sufficiently informed or sufficiently equipped to cope with the new situation. Orchards were neglected because it was believed impossible to successfully combat the blighting destructive agencies, and in recent years only a comparatively small percentage of farmers have given the serious and concerted attention to fruit-growing necessary to meet new conditions and secure profitable results. We have been content to listen to the laudatory exploitation of certain western regions as the only place on earth where fruit could be grown—and to pay the price.

Within the past year or more, however, indications of an awakening have been marked. Experts have told in speech, in pamphlet and press how Northern Indiana may be brought back to her former prestige as a fruit-growing region. The "apple shows" have helped marvelously in awakening this interest because they have given ocular demonstration of possible results. Apples grown upon the farm of the state school at Fort Wayne carried off first honors in competition with the entire state at the Indianapolis exhibit. Up to the present season, however, revival of interest in fruit-growing has been somewhat sporadic in character. Dealers now tell us that the awakening is general, and that literally thousands of farmers, land-owners and lot-owners in Allen county and in Northern Indiana generally are planting fruit trees and preparing to care for them in intelligent fashion. It is extremely gratifying, for it can have no other result than bringing this section back to its old-time prestige in fruit-growing. More important than either soil or climate in contributing to the success achieved in some of the western areas heralded as the veritable Eden of the fruit-grower has been the fact that those sections have made it a business instead of a side issue and have taken advantage of every modern advance in fruit culture methods. Correspondingly satisfactory results will follow equivalent treatment here, and, indeed, the declaration is made upon what appears to be competent opinion that the flavor of the Indiana fruit cannot be approached by the western product. Allen county is leading in the movement to "come back" as a fruit-growing center, and the demand for fruit in modern dietary plans makes the trend a tremendously important one.

ANOTHER CONSPIRACY AGAINST THE PEOPLE.

Editor Sentinel:—Passing the corner of Creighton and Fairfield avenues this morning, I noticed they were ploughing up an acre or more of vacant ground, and on inquiry was informed they were laying out a space for children's gardens. This is evidently the work of some of those civic-betterment fellows, for I am sure none of our crowd would be guilty of that kind of nonsense, and the object of it undoubtedly is to educate a lot of girls and boys to vote for their river front scheme when they grow up. For my part I think these children had better be at home and at work, after school hours, learning something useful. That's what I had to do when I was a boy. Then there's them play grounds—what use are they? That's more of the kind of underhand wor kthose national bank fellows are doing. I am glad that our side can't be accused of giving any money to anybody for that kind of thing. They are just teaching our children to play instead of to work. After we have killed the plan to clean up our river banks we ought next to go for these flower gardens and play grounds and kill them. These men who are giving their money to sustain these things have some money-making scheme in it. I'm just sure of that.

AGAINST THE BONDS.

MR. TAFT'S SPEECH REVIEWED BY PRESS.

Unmasked.

Philadelphia Record: — "Theodore Roosevelt stands before the world in all the nakedness of his ambition, his vanity, his treachery and his mendacity. As gently as a nurse and as remorselessly as the avenging angel the president has stripped from him his paint, his peacock feathers and the rags of his boisterous bragging, his noisy conceit and his false pretenses, and left him bare to the ridicule and contempt of the thinking world."

Regrettable.

Boston Globe:—"This exchange of personalities between a president and an ex-president is most regrettable. It would be happily difficult to match the episode in the history of the presidency. Andrew Johnson's temper was capable of it, but where could he have found another presidential character to meet him on that level of discussion?"

Complete.

Philadelphia Inquirer:—"The answer that President Taft gives to Mr. Roosevelt is complete. He accuses Roosevelt of garbling and studied misrepresentation, and proves it. He does not descend to the Roosevelt level of hurling the epithet liar, but by quoting Roosevelt's own written words he makes Roosevelt proclaim Roosevelt to be such."

Political Effect.

New York Evening Post:—"What political effect is all this to have? How can the republican party recover from the fatal results of this bitter contest? The situation is without example in our political history."

Belated.

Boston Herald:—"It seems wholly reprehensible on Mr. Taft's part to let the campaign reach its present dangerously acute stage before contributing what are likely to be known as 'the Boston disclosures.' On January 6, 1911, the president wrote a letter to Mr. Roosevelt, the text of which is now made public, asking his help, through the columns of the Outlook, in bringing about the elimination of Lorimer. And yet Mr. Roosevelt has paraded Illinois, linking Taft and Lorimer, and, as the results of the balloting shows, has got off with the goods."

Proves It.

New York Times:—"It is of charges already familiar that Mr. Taft produces the documentary and conclusive proof. We knew already that Theodore Roosevelt was untruthful, we know that he was tricky, we knew that he was unscrupulous. The president proves it."

Picture.

New York Sun:—"Without excess, without undue coloration, coldly, scientifically and unconsciously, as it were, he paints a masterly study after the life of an incorrigibly crooked dealer, protean and impudent."

Patriotic.

New York World:—"When the president of the United States warns the American people that they are 'in danger of a dictator who, once he received a third term, would cling like a leach to the White House and never leave it until death removed him,' he is performing a service of true patriotism."

Rebuke.

New York Tribune:—"The country cannot but be favorably impressed by the dignity and moderation with which the president treats assaults which he knows to have been unwarranted and unfair. He speaks more in sorrow than in anger, and the rebuke which he delivers is the weightier in that it is couched in the language of absolute courtesy and self-restraint."

TWENTY-FIVE YEARS AGO

What the Sentinel Had to Say About Persons and Events Twenty-Five Years Ago.

Two Texas ponies were burned to death this morning when fire broke out in the stables of J. M. McKay, 137 West Main street. The animals belonged to the Yankee grocery.

Chief Hilbrecht strolled out to the river this morning and landed a nice catch of fish.

A class of children will receive first communion tomorrow at St. Peter's Catholic church. Rev. Father Messman will officiate.

Ditch Commissioner Ed Ely collected assessments on Little River ditch at Roanoke yesterday.

The Knights of Labor hold a meeting in the court house square this evening. Robert Schilling is to speak. It will be music for the republican convention in the circuit court room.

The regular monthly meeting of the Fort Wayne Bicycle club will be held Thursday, May 5.

Harry Keplinger is to be congratulated on having sold the largest number of bicycles of any one make so far this season. Seven Victor light roadsters are to his credit.

Wright Rockhill, secretary of the fair association, says that a bicycle track will be built this summer as soon as the weather becomes settled.

The democrats of New Haven have nominated the following ticket: Clerk, H. H. Schnelker; treasurer, A. Foellinger; marshal, Charles Bell; councilman, Second ward, J. B. Lamboly; Fourth ward, Jobst Fisher; Fifth ward, Henry Blaising.

The republicans have a nominating convention at the court house tonight. The ticket fixed up by the machine is J. H. Simonson for mayor; Captain A. H. Dougall, for clerk; Captain F. F. Boltz, for treasurer, and Cy Fike for marshal.

The Academy of Music is closed for the season.

Mr. and Mrs. Crocker, of Lagrange, are the guests of Mr. and Mrs. J. E. Graham.

A new organ will be placed in Trinity Lutheran church next week.

Mr. Hugh McC. Bond has returned from Fort Scott, Kan., whither he accompanied Mrs. Bond, who is the guest of her sister.

The Lutheran Missouri synod convenes in this city next week. It is expected that there will be between 800 and 900 Lutheran ministers in attendance.

ANDERSON ELKS HERE.

Local Elks Go to Kendallville This Evening.

Seventy-five members of the Anderson, Ind., lodge of Elks come to Fort Wayne at 5:30 this evening in special cars over the lines of the Fort Wayne & Northern Indiana Traction company on a boosting expedition in the interest of the state convention to be held in their city May 22, 23 and 24. The antlered lodge-men will be met at the traction station by a committee from the local lodge. Fort Wayne Elks to the number of 100 will attend the state convention on May 23 and will participate in the annual parade.

In a special car over the T. & C. I., this evening, local Elks will go to Kendallville to attend the minstrels to be given tonight by the Kendallville lodge. A string orchestra will accompany the local delegation.

STAMPLESS LETTERS TRIED.

London Testing Out an Automatic Franking Machine.

London, April 30.—An automatic franking machine, which will do away with the need of a penny stamp, has been placed for public use in the general postoffice.

Any one wishing to "stamp" a letter places the envelope in the machine, puts a penny in a slot and the machine impresses, in place of a stamp, a circle of red, with the enclosed words: "London, E. C., 1d. postage paid," and a royal crown underneath.

Any letter bearing this impression will be treated as if it bore a postage stamp of the value of a penny.

Should the trial prove satisfactory, automatic machines will come into general use.

BURDENS LIFTED

From Fort Wayne Backs—Relief Proved by Lapse of Time.

Backache is a heavy burden.
Nervousness wears one out;
Rheumatic pain; urinary ills;
All are kidney burdens—
Daily effects of kidney weakness.
No use to cure the symptoms,
Relief is but temporary if the cause remains.
Cure the kidneys and you cure the cause.
Relief comes quickly—comes to stay.
Doan's Kidney Pills cure kidney ills;
Prove it by your neighbor's case.
Here's Fort Wayne testimony.
The story of a permanent cure.

Mrs. Elizabeth Swaidner, 2120 S. Calhoun St., Fort Wayne, Ind., says: "Kidney trouble caused me much suffering for at least four years and I also had persistent pains across my back. Doan's Kidney Pills brought me prompt and lasting relief and consequently, I do not hesitate to recommend them." (Statement given in December, 1908.)

PERMANENTLY CURED.

On July 1, 1910, Mrs. Swaidner said: "The cure Doan's Kidney Pills effected in my case has been permanent. It gives me pleasure to re-endorse this remedy."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

Col. Cummins Home from European Tour

COL. CUMMINS.

The announcement that the Young Buffalo Wild West and Col. Cummins's Far East will exhibit in Fort Wayne on Friday, May 3, is attracting considerable attention. Although new to this city, the Young Buffalo Wild West is well and favorably known throughout the country.

Col. Cummins and his Far East returned to America last fall, after completing a six year's tour of the capitals of Europe to unite the two exhibitions. Col. Cummins' Far East is well-known to thousands of Americans who attended the Trans-Mississippi exposition, Omaha; the Pan-American exposition, Buffalo and the World's Fair, St. Louis.

In the union of these large and vastly different entertainments a highly diversified program has been created. The Orient has been called upon to furnish its semi-barbaric people in their native games, sports, exploits, feats of horsemanship and weird ceremonials; the Occident, its cowboys, cowgirls, Indians and vaqueros. For action, color, thrills and unusual features, the exhibition is distinctive. A big street parade will be given on the morning of the exhibition.

The little "Q. B."
Will guarantee
"That rich flavor"
And purity.

Look for the "Q. B."

It appears on every cracker. It guarantees:

First—A crisp, delicious cracker.

Second—That they are absolutely clean-made.

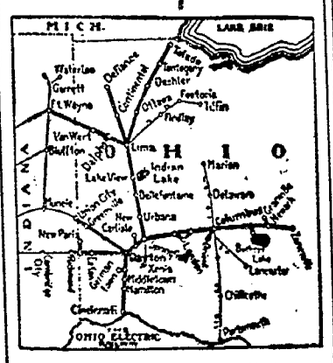
Third—A little extra-touch not found in ordinary crackers, "that rich flavor."

Queen Bee Wafers

alone have this last delightful quality.

CRAIG BISCUIT CO.,
Fort Wayne, Ind.

OHIO ELECTRIC RY.
"THE WAY TO GO"



The fast Through Limited and Frequent Local Trains between all points, makes The Ohio Electric Railway the ideal "Way to Go," whether traveling on business or pleasure.

W. S. Whitney, G.P.A., Springfield, O.

F. A. Burkhardt, D. P. A., Lima, O.

Don't Be Half Dead Any Longer But Have a Little Ambition

The country is filled with half sick, run down, listless people afflicted with debility and stomach trouble.

Are you one of them? Do you feel tired all the time, with no ambition or energy? Do you get up in the morning after a poor night's sleep feeling as worn out as when you went to bed? Is your circulation poor? Have you an irregular appetite? Is your stomach out of order most of the time? Are you nervous and depressed in spirits?

These are the symptoms of stomach trouble. Cooper's New Discovery is bringing back health to thousands who are thus afflicted. If you are struggling along in this miserable run down condition, trying to do your work when you feel like going to bed, you can get a new lease on life by using Cooper's New Discovery.

It acts so quickly that it astonishes those who try it for the first time. From the first dose, the tired, despondent feeling begins to disappear, sound sleep and good digestion return in a few days. Then health and renewed energy bring back happiness and ambition.

Don't drag about half dead any longer. Get this medicine at once. You will be thankful the longest day you live. If it does not do you more good than anything you have ever tried you can have the purchase price returned by your druggist. Go get a bottle now and begin using it. For sale at Dreier Drug Co., 526 Calhoun street, corner Columbia; 1402 Calhoun street, corner Brackenridge.

NO OPPOSITION IN NINTH.

People in the Ward Did Not Attend the Council Meeting.

People favoring the bond issue did not attend the Ninth ward hearing before the city council last night and it went into the anti-columns. There was no use to count the voets and this formality was practically dispensed with. A standing vote showed 120 votes against the issue. The Tenth ward will be heard Thursday night and then action will be deferred until the return from California of President Schroeder and Member Wagner.

Nebraska Decides

Drawn for Lehman's Clothing House.

News Item: Nebraska was quite decisive in her preference for presidential nominees. Roosevelt carried everything before him on the republican ticket and Champ Clark did the same on the democratic.

This is certainly an era of people knowing what they want and going after it. We find this expressed here daily in the loyalty our patrons show us in appreciation of the great clothes values and satisfaction we always deliver.

Lehman's

SENTINEL WANT ADS ALWAYS GET RESULTS

THE FRANK DRY GOODS CO.
730 CALHOUN ST. FORT WAYNE, IND.
ESTABLISHED 30 YEARS

Big Silk Sale

That will attract scores of interested customers to our Silk Counters, 200 pieces Silk closed out

A Manufacturer's Surplus Stock

Consisting of Foulards Silk and fancy Messalines, all the popular shades and designs

AT

52c A YARD

The quality of the Silks are worth up to $1.00 a yard

POSITIVELY THE SENSATIONAL SILK SALE OF THE ENTIRE YEAR

No Silk Sales can approach the magnitude and wonderful values of this Sale in the history of Silk selling in Fort Wayne.

Sale Opens Tomorrow Morning at 9 o'clock.

See South Show Window

SOCIETY

Mrs. Tom Snook will entertain the Sans Facon club tomorrow afternoon.

John D. Williams is visiting his niece, Miss Hattie Bliss, of 114 West Creighton avenue.

Mr. and Mrs. A. W. Pickard entertained the Monday evening bridge club last night.

Mrs. John Schwarz, of 523 East Berry street, will entertain the bridge club to which she belongs on Friday afternoon.

The Friday Bridge club, of which Mrs. A. B. White is a member, will be entertained by her on Saturday of this week.

The Neighborhood club and their husbands will have a picnic dinner this evening at the home of Mr. and Mrs. Harvey E. Crane.

Mrs. George H. Koons has returned from a two weeks' visit in Milwaukee and Chicago. In Milwaukee Mrs. Koons visited Mrs. Emil Oblatt, formerly Miss Eva Lauferty, of this city.

Mr. and Mrs. Theodore F. Koenig have returned fromtheir wedding trip to Buffalo, N. Y., and are at home at 915 Wilt street. Mrs. Koenig was Miss Lydia Rathert.

Mrs. Elizabeth Entrodacker, who will sail for Europe in a few days, to be gone several months, will entertain all the ladies of St. John's Reformed church and other friends on Thursday afternoon in the ladies' room back of the church, corner of Washington and Webster streets, at a farewell kaffee klatsch. Mrs. Entrodacker is not giving individual invitations, but all ladies of the church and her other personal friends are invited.

At the home of Mrs. A. Schefman, Miss Marie Schefman entertained on Sunday afternoon at a linen shower in honor of Miss Pauline Zweig and Mr. Chase, whose engagement was recently announced. The guests spent the afternoon at cards, music and games, and Miss Zweig was the recipient of many handsome pieces of linen. Refreshments were served. Mrs. L. Hess assisted the hostess in receiving and entertaining the guests.

Mr. and Mrs. Ferdinand Wiehe, of 115 Pioneer street, entertained a large company of relatives and friends in a pleasant way and at the same time celebrated the eighth anniversary of their marriage. All enjoyed a good time and the hospitality of Mr. and Mrs. Wiehe. There were present Mr. and Mrs. Christ Shafer and children, Mr. and Mrs. Adolph Deuster and son, Mr. and Mrs. William Pape, Mr. and Mrs. Fred Rodenbeck and children, Mr. and Mrs. August Zollinger and children, Mr. and Mrs. Charles Nahrwald and son, Mr. and Mrs. August Hartman and son, Mr. and Mrs. Bartel and son, Misses Lillian Wiehe, Hulda Pape and August Hartman, Harry Hartman, Fred Sievert, Elmer Neumann, Walter Rodenbeck, Theodore Vill, Louis Wiehe, Arnold and Rudolph Meyer, Mr. and Mrs. Fred Wiehe and daughters, Velma and Elsa.

A christening party took place on Sunday morning at the Aldine hall, when Mr. and Mrs. Ab Levy invited friends to honor their infant son by their presence. Rev. M. Hurowitz officiated. Mr. and Mrs. Marks, of Hammond, were honorary sponsors and Morris Levy, an uncle of the child, was active sponsor. The child was named Lawrence and the ceremony which has always been considered a most important one in the Jewish faith was carried out with all the solemnity demanded. There were sixty guests and an elaborate dinner was served in the banquet room after the religious ceremony. L. Hess presided as toastmaster and Mr. Levinson, of Bluffton, one of the guests, addressed the gathering on "The Ceremony of the Day." Mr. Levinson spoke of the relationship of the subject to the present time. H. I. Smith followed the visiting speaker and he in turn was followed by Mr. Chaska. Rev. Hurowitz made a short address and delivered the benediction. Mrs. Friedman and daughters, Mrs. S. Meyer, Mrs. L. Schefman and Mrs. A. Schefman assisted in serving the guests at the banquet.

* * *

Schiefer—McArdle.

A pretty wedding took place at St. Patrick's church at 7 o'clock this morning when Miss Margaret E. McArdle, daughter of Mr. and Mrs. Thomas P. McArdle, and Mr. Clement C. Schiefer, were united in marriage by Rev. J. F. Delaney, who celebrated the mass. The bride was attended by her sister, Miss Ethel McArdle, and Mr. Albert Girardot was the attendant of the bridegroom. Mrs. Clem Schuckman and Mr. Peter Zurbuch sang during the wedding service. The bride, a very sweet and pretty appearing young woman, was gowned in white. Her dress was of Irish embroidery with much baby Irish lace combined with it and an underskirt of white satin with sash of satin and touches of the satin in trimming lent an air of elegance to the costume. The bride wore a corsage bouquet of lilies of the valley and orchids and carried her prayerbook with a marker of swansonia and baby ribbon. The bride's hat was made of lovely shadow lace and trimmed with an aigrette. The bridesmaid was gowned in white and lavender pineapple tissue with a sash of lavender satin to bring out the color and a hat of white chiffon trimmed with flowers to match the color in her gown and a fancy ostrich feather. Both bride and her maid presented a lovely appearance. The bridesmaid carried lavender and pink sweetpeas. The bride also wore a gift of the groom, a la valliere necklace with five diamonds in its setting. The wedding breakfast was served at the home of the bride by Mrs. J. Longfield, who had the honor of catering at the wedding breakfast of the bride's parents, over twenty-five years ago. The guests were family relatives, the bridal party and a club of young women of which the bride is a member. A basket filled with sweetpeas and swansonia decorated the bride's table and smilax, white and pink tulips, with palms and ferns and decorated chandeliers lent an attractive and bride-like appearance to the house. The bride and groom left this afternoon on an eastern trip. For traveling the bride wore a brown imported whipcord suit and a brown hemp hat of tailored effect and blouse to match the suit. On their return Mr. and Mrs. Schiefer will live for a while with the bride's parents, 234 East DeWald street, until their own home is ready for occupancy. Guests at the wedding included Miss Mary Franey and Mr. Tom Franey, of Toledo, O. Mr. Schiefer is in the shoe business with his father in East Columbia street, and is much esteemed by all who know him.

* * *

Reed—Timme.

Miss Augusta C. Timme, daughter of Mrs. Barbara Timme, of New Haven, and Mr. Henry J. Reed, son of Mr. and Mrs. John J. Reed, of this city, were married at 9 o'clock this morning at St. John's Catholic church, New Haven. Rev. B. W. Wiedau celebrated the nuptial mass. The bride and groom were attended by the brother and sister of the bride, Mr. and Mrs. John C. Timme, of Detroit, Mich., and by Miss Virginia Schuelker, a niece of the bride, who carried a basket of flowers in which lay the wedding ring in the heart of a calla lily. Mr. B. B. Timme and Mr. W. A. Muller were the ushers. The bride looked very sweet and attractive in a stylish and beautiful gown of chiffon over cream messaline satin. The gown was trimmed with satin roses and the bodice had yoke and sleeves of Irish lace. The bride wore a picture hat of white trimmed with willow plumes and she carried her prayerbook with bookmarker of white garze ribbons and swansonia blossoms. The matron of honor, Mrs. Timme, was handsomely gowned in white embroidery with trimmings of baby Irish lace and she wore a picture hat of pink maline trimmed with fluffy bows of the material and a wreath of pink rosebuds. Her bouquet was pink rosebuds tied with long ends and loops of pink gauze ribbon. Miss Virginia Schuelker was dressed in white embroidery with dainty val lace trimmings with blue ribbons in her hair and a wreath of smilax on her head. Many friends gathered at the church to see the wedding for the bride is well known and much loved by many friends. Relatives and friends of the bridegroom from Fort Wayne also attended the wedding. The wedding breakfast was served at the home of the bride. Later in the day Mr. and Mrs. Reed left for Chicago and other points on their wedding trip. On their return they will go to housekeeping at 816 Washington boulevard west. Mr. Reed is in business with his father, who is a grocer at 224 East Columbia street. The bride wore a Copenhagen blue novelty cloth suit with bodice of silk and hat trimmed with blue to match for traveling.

* * *

Wolfe—Pembroke.

A quiet wedding of this morning took place at St. Patrick's church when Miss Josephine Pembroke became the bride of Mr. Charles M. Wolfe. Rev. J. F. Delaney officiated. Miss Nellie Pembroke and Mr. P. J. Sheahan were the attendants. After the wedding breakfast, which was served at the home of the bride's mother, Mr. and Mrs. Wolfe left on a trip to Delphos and other Ohio cities. On their return Mr. and Mrs. Wolfe will reside at 503 Wallace street. Both bride and groom are estimable young people with many friends interested in their nuptials. Mr. Wolfe holds a position with the Fort Wayne and Northern Indiana Traction company.

* * *

Janney—Kibiger.

Mr. George F. Janney, of Waynoka, Okla., and Miss Luckey Emigh Kibiger, daughter of Mr. and Mrs. George J. Kibiger, of this city, were united in marriage on Monday evening at the home of Rev. C. O. Shirey, pastor of Bethany Presbyterian church. The witnesses were Mrs. Shirey, Miss Hazel Swinehart and Miss Winifred McCrackin. The bride is a sweet and highly esteemed young woman who has been employed as bookeeper for George McCan & Co. Mr. Janney is a barber. Both are young people who have many warm friends among their acquaintances. For the present Mr. and Mrs. Janney will live in this city.

* * *

Musical Entertainment.

The Aeolian company of 208 West Berry street have isued handsomely engraved invitations to a pianola recital of Tennyson's "Enoch Arden" with music arranged by Richard Strauss, which will be given on Thursday evening at 8:15 o'clock at the Anthony hotel. The soloists will be Mrs. Caroline Delano Johnson, reader; George Sheffield, tenor, and C. F. Strickland at the pianola.

* * *

"Children and Music."

Mrs. N. L. Herrick, of Boston, interested an audience of ladies and children yesterday afternoon at the Karn music store with a talk on "Children and Music" which she illustrated with selections which she played at the piano and which Master Melvin Hoenick, formerly of Warsaw, also played. Mrs. Herrick talked of interesting children in music and the effect of music on the child.

A BEVY OF SPRING HATS

Rather low crowned hats, rakishly slanted on the head, and with soft ostrich plumes curling down over the hair, are a mid-season millinery development in Paris. This hat of white Milan is trimmed with white ostrich and dark green velvet. A facing of green hemp under the brim contrasts well with the white plume.

Embroidered black net, mounted over pomegranate charmeuse, composes the costume shown in the second large photograph. The embroidery suggests a smart tunic over a vest with black buttons. This effect is all accomplished, however, with embroidery on the net. The net sleeves are unlined, though two thicknesses of net are used for the sake of a soft effect. A black hemp hat trimmed with pale mauve ostrich plumes accompanies the gown.

The woman who dresses artistically never neglects details. When she wear flowers they form an agreeable color harmony with the rest of her costume. The nosegay of violets has a pink rose in the centre and matches the hat of gray hemp trimmed with pink plumes shading to violet-mauve.

In Paris now there is a fancy for the dashing and graceful cavalier plume which curls over the hat brim at one side. One of the hats pictured is after this model. It is a white hemp model with a pink feather wreath around the base of the crown and a handsome shaded pink ostrich plume curling over the turned-back brim at the side. Long silk gloves of faint pink, embroidered with small rosebuds, accompany this dainty hat.

Really handsome cameos are an heirloom worth possessing. Cameos are immensely fashionable now and women are having them reset in various ways. The necklace shown here is made of six small, and one large cameo, set in gold rims and attached to fine gold chains strung with baroque pearl. The earrings match the cameos in the necklace, and swing on pendants of gold and small baroque pearls.

COLOR HARMONIES.

The subtlety of the color harmonies of fabrics, combined with multi-colored embroideries of the evening gowns, are quite sensational this season. Take for instance two shades of soft gray chiffon marquisette. It is wonderful what effect can be created by the graceful draping. Then an emerald green tulle over jewelled embroidered satin, which was shown at a recent exhibition, had a suggestion of Titania's gossamer draperies. Another gown suggestive of mystery and the East was in sapphire blue ninon, opening over a side panel of embroidered Parma violet silk.

A regal white satin and diamond evening gown, with narrow lace trimmed train, which had a black note in the velvet bow at the waist and tall feather headdress, was very striking.

A TONIC BATH.

A tonic bath that can easily be achieved is obtained by procuring a bowl of moistened salt. With the salt the body should be rubbed all over, after which a shower bath should be taken, or if such a form of ablution is not forthcoming, a tub of tepid or cold water, if it be preferred, should be enjoyed. A brisk rub down with a hard towel completes the tonic process.

OUR CULINARY DEPARTMENT

:-: MENUS AND RECIPES FOR HOUSEKEEPER'S DAILY USE :-:

TUESDAY, APRIL 30.

Breakfast.
Fruit.
Hamburg Steak. Stewed Potatoes.
Milk Biscuits. Coffee.

Lunch.
Brown Kidney Stew.
Stewed Fruit. Tea.

Dinner.
Vegetable Soup.
Ham Balls.
New Potatoes. String Beans.
Lettuce. French Dressing.
Wafers. Cheese.
Vanilla Ice Cream.
Coffee.

RECIPES.

Brown Kidney Stew.

Wash and wipe two good sized beef kidneys, then from each lobe cut off the light outer part with a sharp knife, rejecting the central purplish core and white tubes. Wash the cut pieces cold water and heat slowly to the again, place in a saucepan, cover with steaming point. Drain, cover a second time with cold water, heat and drain as before; repeat a third time. While the kidney is thus gently cooking prepare a brown sauce by browning one tablespoonful of butter in a pan, adding a large tablespoonful of flour and browning again. Stir in gradually one scant cupful of beef stock or water. When smoothly thickened add salt and pepper to taste, ten drops of union juice, ten drops of Worcestershire and one tablespoonful of tomato catsup. Now add the drained kidneys, stand over hot water for ten minutes, add one tablespoonful of sherry and serve, garnishing with toast points.

Ham Balls.

Into a double boiler put one-half of a cupful of milk and two tablespoonfuls of fine dry bread crumbs; cook, stirring occasionally until it is a smooth paste. Add one-half of a cupful of finely chopped cold boiled ham, one tablespoonful of finely chopped parsley, ten drops of onion juice and the beaten yolk of one egg. Stir until thickened, then turn out and set aside until cold. Form into small balls, dip each one into slightly beaten egg (the white diluted with a teaspoonful of warm water may be used) and roll in fine dry crumbs. Place in a frying basket and plunge into smoking hot fat. When golden brown drain for a moment on unglazed paper, pile on a dish on a napkin and garnish with parsley.

GAVE BEAUTIFUL RECITAL.

Large Audience Hears Bailhe Trio and Appreciates Chamber Music.

As the audience which filled Elks' hall last evening listened to the excellent program of chamber music and solo work rendered by the Bailhe Trio it was an added source of gratification to realize that Fort Wayne is the home of these three musicians. That such music, played with such artistry as each of the three is able to command alone and in ensemble work, may be heard frequently and that their musical influence is to be continually felt is a matter of satisfaction to the professional, the student and the mere lover of music who has learned to distinguish the good from the bad.

Last night's recital was a beautiful one. Aside from the educational value of hearing the unusual, the audience appeared to be entirely captivated with the music itself. The attention of the entire audience was marked by extreme quiet. There was evident appreciation of the grandeur of such works as Beethoven, Grieg and Mendelssohn have left the musical world. The duet for piano and violin by Haendel, sonate No. 4, by Messrs. George and Gaston Bailhe, opened the program. Both piano and violin were superbly played with all regard for dignity and tonal beauty of the composition. The interpretation was lucid and the rhythm a marked detail of the musical comprehension of both men. Mr. Gaston Bailhee, violinist, played with a virility of tone that demonstrated his skill as well as his appreciation of the majestic style of the work.

Two numbers for the Trio were a group of Beethoven and Grieg, both of which were delightful from every standpoint of musical criticism, with always a finely balanced ensemble and many times much brilliance of technical accomplishment. The other work of the Trio was the Mendelssohn Op. 49, a beautiful work of much color and charm. The artistic piano work of Mr. George Bailbe was very noticeable and the molto allegro movement and the scherzo seemed to have especial hold on the favor of the audience. Mr. Zedeler, the cellist of the organization, played the Golterman concerto, Op. 51, with such skill and true appreciation of musical values that his work was something of a surprise. His tone is mellow and big and his technique that of an artist. The entire number was expressive of deep musical feeling and the second movement was brilliant in execution and rhythm.

Miss Edith Nickell appeared twice on this interesting program and her sweet voice and a natural feeling for dramatic expression combine with her pleasing personality in making her a soprano who is always enjoyed. Miss Helene Spindler accompanied Miss Nickell in a faultless manner.

TEMPLE THEATER THIS WEEK.

The bill at the Temple this week begins with as artistic an act as the most fastidious theater patron could desire. It is the work of the Romany brothers, who are known as the greatest exponents of physical culture and Grecian art in the world. Their poses are very beautiful and done with lightning-like rapidity. It was rather marked that the feature of the act that brought the most applause was some noted prize fight punches, while the poses of Grecian sculptures of noted beauty had a few handclaps from the women in the audience. The head-liner in laughter for the week is the act put on by George W. Jones and Ben N. Deely, "Hotel St. Reckless." Ben Deely as the chief of bell boys has a great stunt and the audience find it hard to let him stop after he begins his song. It is worth while to hear him get off "eddidication" and similar nonsense. Mr. Jones has a powerful voice which he uses very well and both men have the necessary qualifications for first class entertainers.

Mr. Lew Hawkins has a line of minstrelsy that is as good as anything of the season and that's saying a good deal. One of the joys of Mr. Hawkins is the something new that he always presents. Take his line of talk on the numerous periodicals of the day which he has woven into a short tale and before he's through you have given up trying to remember what he said about them. His limericks are new and amusing and his entire line of song and talk worth hearing more than once.

Musical numbers this week are some very pretty violin numbers done by a young girl in dainty and fetching costumes. Her name is Ethel Mae Barker. She plays well and is pleasing to watch. Real artists of the xylophone are billed as "Musical Stipps." Their work is just what it is called, artistic. They make all there can be made of the xylophone and their work is superior in that line.

A lively act of nonsense and horse play is Monroe and Mack's "The New Recruit." Mr. Monroe makes everybody laugh some and many people immoderately. As the new recruit he has some contortions that would do credit to a professional in that line. It is a lively part of the week's good bill. Mr. Dicey has some honors coming to him this week for the well written musical numbers the orchestra is playing and which Mr. Dicey composed. The pictures are good, especially the second film, which is well worth waiting for.

EMBROIDERED SASHES.

The revival of the directorie fashions marks the return of the inevitable sash.

This is a welcome fact to most women, who realize what an improvement sashes are to any frock.

Black velvet or satin is a favored material for the directorie sash-girdle.

These are not difficult to make and are inexpensive if fashioned at home. It requires three yards of three-inch ribbon velvet. Three-fourths of a yard forms the waist belt. To this attach three hooks and eyes to fasten at the side.

The longer sash end should be cut 1¼ yards and the shorter one yard long. The ends are bordered with a deep silk fringe.

If black satin is used, it requires 1½ yards. Cut the strips bias, the desired width of the sash.

Form the waist belt of soft folds. The ends are effective if embroidered either in black or colors. If the latter are desired, select an Arabian design.

The ends may be rounded or diagonal. Sashes of wide ribbon require very little time to make. It requires three-fourths of a yard for the waist belt and the balance of the ends.

Finish at the left side with a wreath of tiny flowers and foliage fashioned of ribbon. The ends are adorned in the same manner.

Why not buy quality when you buy Furniture. The Pape Furniture Co.
4-11-t-t-s-10t

MAY SALE OF
SPRING MILLINERY

THIS WEEK

After the biggest and most successful season ever recorded in the history of our store

All Spring Goods
Will Be Offered in
The Famous Malloy Way

which means at prices that will induce quick sales. You will find genuine bargains.

Just Received

the most complete and handsomest line of stunning mid-summer millinery ever before displayed. White Chips, Milans, Hemps, Panamas and Lace Hats, the new summer models.

MALLOY'S
1018 CALHOUN STREET

This

is the original "little cracker." Anybody can imitate it in size and general appearance,

but no one can successfully imitate the delicious, delicate cracker flavor—at least NOBODY HAS.

LOOK FOR
THE P. W. FIRST.

The World's Foremost
Player - Pianos

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We will allow full value for your old instrument and arrange convenient monthly payments.

SPECIAL—We have some splendid bargains in slightly used pianos and player pianos.

Always See Us Before Buying

Marttene Piano Co.

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The House That Saves You Money.

The Emblem of the Square Deal

BROADER SCOPE FOR PHYSICIAN

Greater Social Service His Plain Duty, Says Dr. Emerson.

CITED MANY CASES

Last evening at a guest-night session of the Fortnightly club, with Mr. and Mrs. B. Paul Mossman as host and hostess, Dr. Charles Emerson, of the University of Indiana, was heard in a remarkable exposition of the new theory and practice of social service by the medical fraternity.

Dr. Emerson is at the head of the medical department of the university, located in Indianapolis. He came to Indiana but a short time ago, from an extended experience in Johns Hopkins university, Baltimore where his methods excited interest throughout the medical world.

The president of the club, Dr. W. D. Calvin, in presenting Dr. Emerson, referred to him as a physician who, like Dr. Oliver Wendell Holmes and Dr. S. Weir Mitchell, has not been bound by the profession but who uses it as a means of greater and wider good in other realms.

Dr. Emerson's Method.

Briefly stated, Dr. Emerson's method, which he taught at Johns Hopkins and is teaching in the Indiana university, contemplates that the physician must, first of all, be a true man, a man of heart and soul, who, when he accepts the treatment of a case of illness must give the patient that which is necessary for his relief and cure, even though he recognize on sight that no medicine is needed. The speaker cited many instances to illustrate his point. If the home surroundings of the patient are such as will not enable the sick one to get well, the physician must help to change those environments. If it is a question of kind of employment, he must help the suffering one to find suitable work. If it is a father whose condition of health is rue to worry over the ways of a profligate son, it is the duty of the physician to help t geo the son back into the right way and thus relieve the cause of the father's worry and consequent illness. These and many other instances were cited to illustrate cases where medicine could do no good.

"And in the practice of the principle," explained Dr. Emerson, "the physician need not be actuated by philanthropic or moral impulses. Not at all. The patient comes to him and tells of his trouble. The physician accepts the case. He expects to get pay for his services. The patient expects to pay him for his services. It is a contract, simply a contract. If the physician does not do his best to cure the one who has come to him, he is not fulfilling his part of the contract. If the physician realizes that medicine is not needed, but that other conditions make the physical trouble of the patient, and does not do all that he can to relieve the condition, then he is not fulfilling his part of the contract."

Work of the Students.

Dr. Emerson told of the work of the students in Indianapolis, and related how one young man, going into the home of a poor family, had taught the mother of a suffering child how best to do her housework, how best to do her cooking, how best to look after every detail necessary to proper sanitary conditions, and as a result, health and happiness have come out of darkness and discouragement. No medicine was used. He told of how a lady student had saved the life of a girl whose condition of health was due to bad associates. And in other concrete illustrations Dr. Emerson opened the eyes of his audience to the new thought in the medical world which has taken a strong hold on the profession.

Dr. Emerson placed the physician as first in responsibility, even before the family pastor, for the reason that when sickness comes, the secrets of the family and individual life are bared to him as to no one else. He pleaded, therefore, for a stronger and a more moral body of young men in the medical world. He declared that no man can leave Indiana university medical department—no matter how well prepared in his learning he might be—whose moral character does not measure up to the highest standard. The address excited much interest and many pleasing comments.

Dr. Emerson was the guest of honor at a banquet at the Anthoyn last evening, given by Dr. Calvin. The guests were Dr. M. F. Porter, Dr. A. E. Bulson, Dr. J. W. McCaskey, B. Paul Mossman, Dr. C. E. Barnett, Prof. W. L. Moll and Rev. E. W. Averill.

DEATH OF FORMER CITIZEN.

John Fletcher Carver Passes Away at Irvington.

John Fletcher Carver, formerly a resident of Fort Wayne, was born in Montgomery county, near Crawfordsville, Ind., Feb. 4, 1833, and died in Irvington, Indianapolis, April 13, 1912, aged 79 years. His early life was spent as an extensive farmer and stockman in Park and Putnam counties. He was married Jan. 18, 1865, to Catherine L. Durham. To this union were born four children—Dr. W. F. Carver, of Albion; Mrs. G. W. Lahr, Irvington; Mrs. W. O. Fransberger, Belgaum, India, and Mrs. G. M. Ransom, of Muskogee, Okla. Mrs. Carver and the four children survive.

Of a very revout Methodist family, Mr. Carver was early in life converted to that faith, of which he was ever after a staunch defender. He was for many years identified with the Locust street church, Greencastle, Ind., was one of its organizers and chairman of the building committee. His home, both before and after his marriage, dispensed large hospitality to preachers and friends. For more than twenty years he devoted much time to Masonry. During his residence in Fort Wayne he held his church membership in the Wayne Street church. To educate his children he removed to Delaware, Ohio, and while there was a member of the Williams street church. Of late years he led a retired life, making his home with Mrs. Lahr in Fort Wayne and Irvington. Funeral services were held in her home Sunday, April 14, and the burial took place at Crawfordsville on Monday.

ROUTINE BEFORE BOARD.

At its Monday meeting the board of works postponed action on the opening of Fourth street to May 27.

Plans were ordered for a sewer in the alley between Tilden avenue and Columbia avenue, from Walton avenue to Morton street.

Plans were approved for the replatting of Fulton's addition and Chase's subdivision.

Plans were ordered for paving the alley between Main and Berry streets, from Webster to Ewing, and the alley between Creighton and DeWald, between Hoagland avenue and Harrison street.

MARRIED 35 YEARS.

Bluffton, Ind., April 30.—Sarah E. Dillman secured a decree from her husband, John E. Dillman. The couple had been married about thirty-five years. The plaintiff alleged cruel and inhuman treatment.

Mrs. Fred Schneider, whose husband died last week, will assume management of the cigar business conducted by her late husband at 1024 Calhoun street.

JOINT PROGRAM BY ODD FELLOWS

Held in Observance of the Founding of the Fraternity.

IS AN ANNUAL EVENT

The ninety-third anniversary of the founding of the Independent Order of Odd Fellows was auspiciously celebrated Monday night. The Fort Wayne observance was held in the rooms of the Fort Wayne lodge in the I. O. O. F. hall, at the corner of Calhoun and Wayne streets, and was attended by several hundred members, representing all local branches ofthe fraternity.

The program was opened at 8:30 o'clock by addresses by Mayor Jesse Grice and Rev. William A. Griest, pastor of the Simpson M. E. church. Both spoke on topics pertaining to Odd Fellowship. Miss Cecil Link beautifully rendered a vocal solo and during the intermissions music was furnished by Schlatter's orchestra. Refreshments consisting of ice cream and cake followed the program. Later dancing was enjoyed by the younger crowd.

Last night's celebration was the first that had been held in Fort Wayne for four years and it has been decided to make the anniversary observance an annual event in local Odd Fellow circles.

AT THE MAJESTIC.

SHEEHAN'S POETIC VALET.

Writes Verse About Pet Bull Terrier and the Great Tenor.

Joseph F. Sheehan, the famous opera star who will be heard at the Majestic tonight in "The Love Tales of Hoffman," has a beautiful English Bull Terrier of whom he is very fond. He was given to Mr. Sheehan when a puppy while the tenor was singing in "Madam Butterfly," and was named after the baby in that opera. The following is a bit of poetry which Mr. Sheehan's valet wrote about Trouble and his master:

DOG-GEREL ON SHEEHAN'S DOG.

"Bow! Bow! Wow! I'm Sheehan's "Trouble."
Sheehan of grand opera fame,
"Trouble" more than rhymes for "bubble"
If you ask, what's in a name?"

I'm named 'Trouble,' let me tell you,
For the kid of Cho-Cho-San,
'Cause at houses where we chow,
Dogs ain't welcome with a man.

I'm some trouble—'taint no lie,
But what dog ain't? I'd like to know.
The kid was so to 'butterfly,'
And dogs is kids—I've oft heard so.

But when each day is well nigh spent,
Joe strokes my ear with 'Dear Old Boy,'
I'm in his heart, sir, free of rent,
And then my own most bursts with joy."

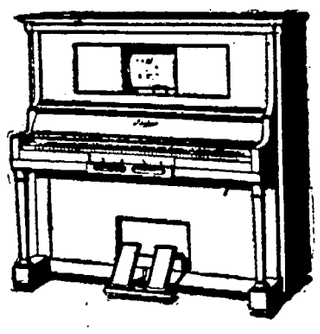
JOHN NICHOLSON COMING.

Popular Actor at Majestic in "The Price They Pay."

John Nicholson with a superb company of players will present Leta Vance's new play, "The Price They Pay," at the Majestic Thursday, Friday and Saturday. "The Price They Pay" is one that appeals to the heart and better nature of all, and teaches a moral which one and all are the better for having learned. Scenes of pathos, blended with pure comedy, hold the intense interest of the audience from the beginning to the end. The play is based on the international marriage question, and gives an idea of what the American girl pays for a title, not merely in dollars, but in remorse and suffering, and shattered ideals. The scene of the play is laid in England, and the settings are a correct reproduction of a medieval castle which still stands, and which is, moreover, the present home of an American girl who recently became the bride of an English nobleman.

BUILD CHAPTER HOUSE.

The Sigma Chi fraternity at Lafayette, is building a new $35,000 chapter house to which a large number of Fort Wayne people who were former students at Purdue are contributing funds. Among them are Harvey E. Crane, Ronald Dawson, C. F. Dither, R. M. Evans, Charles E. Pask, A. H. Peters, James E. Smith, S. A. Trentman, Reuben Morris, James B. Harper. Ben and Guy Bell, Herbert Miller, Marshall Worden, Eugene Hattersley, Al Gross, Alfred Foellinger, W. H. Keely, Charles Kuhne, Fred A. Barber, Charles Barrett, William Blackstone, L. P. Drayer, Fred Eggeman, Charles Gorman, Henry Hanna, eGorge B. Heckman, Roland Hofmann, William L. Petitt, Carl Woodworth and George Yaple.



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Price, $750.

¶ Educated noise is never music nor is every player piano an interpreter. The Packard Interpreting Piano is the ultimate perfection of the mechanical player idea.

It is the culmination of years of successful piano construction and is, among players, what the Packard piano is among pianos. We solicit the opportuniyt to demonstrate to the critical that for artistic musical results as well as price the Packard has no competition.

Read list carefully for bargains in exchanged players and pianos

An entirely new schedule of prices on good pianos taken in exchange for Packard Interpreters. Every instrument has been carefully overhauled and all are warranted to be in first-class condition. The majority of them cannot be told from new.

Stuyvesant Pianola-Piano $300	Story & Clark Walnut $200	Thompson Mahogany $165	Crown Dark Oak $225	Hinzie Oak $100
Regina Player-Piano $225	Netzow Walnut $200	Adam Schaff Walnut $200	Lawton Dark Oak $200	Decker Bros. Ebonized $100
Harmony Player-Piano $350	Segerstrom Mahogany $200	Emerson Mahogany $200	Nelson Mahogany $175	Hinze Ebonized $50

Moderate terms to suit your convenience.

Packard

PACKARD MUSIC HOUSE
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TEL-ELECTRIC—AUTOPIANOS—ANGELUS
VICTOR-VICTROLAS AND RECORDS.

ELDERLY FOLKS! CALOMEL, SALTS AND CATHARTICS AREN'T FOR YOU

Harmless, gentle "Syrup of Figs" is best to cleanse your stomach, liver and 30 feet of bowels of sour bile, decaying food, gases and clogged-up waste.

You old people, Syrup of Figs is particularly for you. You who don't exercise as much as you need to; who like the easy chair. You, whose steps are slow and whose muscles are less elastic. You must realize that your liver and ten yards of bowels have also become less active.

Don't regard Syrup of Figs as physic. It stimulates the liver and bowels just as exercise would do if you took enough of it. It is not harsha like salts or cathartics. The help which Syrup of Figs gives to a torpid liver and weak, sluggish bowels is harmless, natural and gentle.

When eyes grow dim, you help them. Do the same with your liver and bowels when age makes them less active. There is nothing more important. Costive, clogged-up bowels mean that decaying, fermenting food is clogged there and the pores or ducts in these thirty feet of bowels suck this decaying waste and poisons into the blood. You will never get feeling right until this is corrected—but do it gently. Don't have a bowel washday; don't use a bowel irritant. For your sake, please use only gentle, effective Syrup of Figs. Then you are not drugging yourself, for Syrup of figs is composed of only luscious figs; senna and aromatics which can not injure.

A teaspoonful tonight will gently, but thoroughly, move on and out of your system by morning all the sour bile, poisonous fermenting food and clogged-up waste matter without gripe, nausea or weakness.

But get the genuine. Ask your druggist for the full name. "Syrup of Figs and Elixir of Senna." Refuse, with contempt, any other Fig Syrup unless it bears the name—prepared by the California Fig Syrup Company. Read the label.

SCHMIDT THE TAILOR

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The Home of Totally Different and Better Made Tailor Clothes.

All we want is a show. Come to our store and we'll show you the kind of goods you'll like. We always like to meet your notions about a Suit—we do it, too, nine times out of ten. The new suitings in grays, browns and oxford mixtures that we have on display will appeal to your good taste while the styles features in cut and tailoring will impress you as being correct.

Come in and look them over.

IRON-UP

when tired and run-down—

It's glorious to be healthy and strong. Iron-Up aids nature—digests your meals, enriches the blood with iron and regulates the bowels. Sold and guaranteed by your druggist. $1 per box, satisfaction or money refunded.

IRON-UP MEDICINE CO.,
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IRON-UP is carried in the best drug stores. For sale by the following:
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A. C. Gocke

LECTURE BY FATHER TRAVERS.

Columbia City, Ind., April 30.—Father T. J. Travers, of Portland, the great traveler and scholar, will deliver his lecture, "What is Worth While" in the Catholic church at Warsaw Wednesday evening. Father Kohl and 15 members of the local Catholic congregation, including the church choir who will furnish the music, will attend. About fifty from Fort Wayne will also be present.

Mrs. John G. Scott, of 219 Woodland avenue, who suffered a stroke of paralysis recently, is recovering.

Famous "Pint of Cough Syrup Recipe

No Better Remedy at Any Price. Fully Guaranteed.

Make a plain syrup by mixing one pint of granulated sugar and ½ pint of warm water and stir for two minutes. Put 2½ ounces of pure Pinex (fifty cents' worth) in a pint bottle, and fill it up with the Sugar Syrup. This gives you a family supply of the best cough syrup at a saving of $2. It never spoils. Take a teaspoonful every one, two or three hours.

The effectiveness of this simple remedy is surprising. It seems to take hold instantly, and will usually stop the most obstinate cough in 24 hours. It tones up the jaded appetite and is just laxative enough to be helpful in a cough, and has a pleasing taste. Also excellent for bronchial trouble, throat tickle, sore lungs and asthma, and an unequaled remedy for whooping cough and croup.

This recipe for making cough remedy with Pinex and Sugar Syrup (or strained honey) is a prime favorite in thousands of homes in the United States and Canada. The plan has been imitated, though never successfully. If you try it, use only genuine Pinex, which is the most valuable concentrated compound of Norway white pine extract, and is rich in guaiacol and all the natural healing pine elements. Other preparations will not work in this recipe.

A guaranty of absolute satisfaction, or money promptly refunded, goes with this recipe. Your druggist has Pinex, or will get it for you.

G. E. Trenam, of this city, has been appointed district passenger and freight agent of the Fort Wayne and Northern Indiana Traction company. He will establish headquarters at Peru.

PROSE

GERMAN AMERICAN TRUST CO.

¶ In saving money there is more prose than poetry.
¶ But in acquiring anything worth having there is always more prose than poetry.
¶ Men do not reach the high places except by climbing.
¶ The preachers tell us that heaven itself is not reached "on flowery beds of ease."
¶ But there is more poetry in plenty than in want; more poetry in independence than in dependence; more poetry in having money than in needing it.
¶ The way to make sure of peace, plenty and independence is to begin saving for the future.
¶ No safer place, no more convenient place, no more profitable place in which to deposit your savings can be found than this Trust Co.
¶ Interest at rate of 4 per cent.

MAIN OFFICE, COURT ST.
South Branch, Calhoun & Holman Sts.

TOWNSHIP MADE "DRY."

Hamilton, Ind., April 30.—A local option election was held in Otsego township Saturday to determine whether the "wets" or "drys" should have control, the "drys" gaining the day by forty majority.

Manson, Fowler and Record Bicycles

$22.50, $27.00, $31.50, up to $40.00

Choice of Tires. G. & J. clincher (value $10.) Punct. Proof non-skid cushion tread (value $10), free on any of our bicycles.

Fancy Tread Bicycle Tires not found in any other store.

Won't Slip Bailey Tread, Red Rubber	$3.75
Peerless Basket Weave, Cactus Raised Tread	3.50
Tashmo, Six-Ply Thorn-Proof, each	2.50
Single Tube Roadsters, not guaranteed, each	1.50

Last year's *Bailey* and *Thorn Proof* tires, each $2.50. Inner tubes, 75c, $1, $1.25. G. & J., $1.50. Bring baby cab wheels for new tires. Come to the Big Store for BICYCLE TIRES and REPAIRS.
BROSIUS & BROSIUS, 126 East Columbia St.
Good second hand Bicycles, $5 to $15.
Store open evenings, April 1 to July 1.

Liquor Habit Cured

IN FIVE DAYS

It is a known fact that persons addicted to the liquor habit shorten their lives; that the constant use of liquor will produce diseases and cause financial loss or failure.

This treatment is harmless and leaves no bad effects. No minerals or injections used.

Each patient is given a private room. Meals are served in the room of each patient. No one knows you have taken the treatment unless you tell.

We contract to effect a complete cure satisfactory to the patient or the fee shall be refunded on leaving the institution and the treatment costs nothing.

References—This paper.

Price $50.00

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GRAND CLEARANCE SALE

OF STOVES AND KITCHEN TRIMMINGS NOW ON AT

The H. J. Ash Stove Store

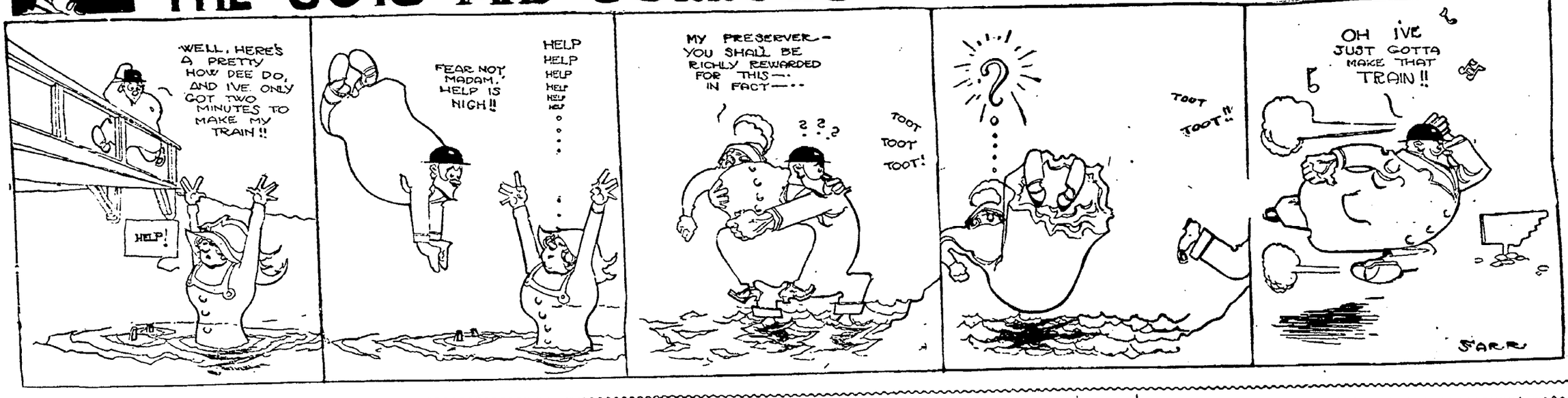
116 East Columbia Street

A FEW OF THE MANY BARGAINS

2 and 1 Qt. Tin Coffee Pots 5c	Large Tin Preserving Kettles 10c	14 Qt. Tin Pails 15c	$3.25 value Copper Wash Boilers $2.65
2 and 1 Qt. Covered Tin Buckets 5c	Heavy Tin Collanders 10c	5 Qt. Tin Covered Buckets 15c	$1.60 value Copper Bottom Boilers $1.30
Quart Measures 5c	Large Retinned Pudding Pans 10c	6 Qt. Milk Kettles 15c	$ .50 values Japanned Slop Pails ..... $ .25
Japanned Cuspidors 5c	Enameled Pudding and Milk Pans 10c	6 Qt. Enameled Milk Pans 15c	$ .65 value Galvanized Slop Pails ..... $ .40
Japanned Dust Pans 5c	Large Retinned Wash Basins 10c	Copper Bottom Tea Kettles 20c	$2.25 value Gas or Gasoline Ovens $1.50
Japanned Fire Shovels 5c	Nickel Plated Cuspidors 10c	4 Qt. Tin Coffee Pots 20c	$1.75 value Gas or Gasoline Ovens $1.35
Bread Pans 5c	Heavy Retinned Quart Dippers 10c	Heavy Tin Steamers 20c	$4.25 value Clothes Wringers $3.40
Tubed Cake Pans 5c	4 Qt. Tin Milk Kettles 10c	Large Enameled Preserving Kettles 20c	$2.50 value Clothes Wringers $1.95
Large Tin Wash Basins 5c	Large Steel Fry Pans 10c	Nickel Loaded Cuspidors 25c	$2.50 Washing Machine $2.00
Carpet Beaters 5c	Gas and Gasoline Toasters 10c	Large Tin Dinner Pails 25c	$3.00 Ice Cream Freezers $2.25
Dozens of other 10 to 25 cent values at 5c	Enameled Wall Soap Dishes 10c	Enameled Tea Pots 25c	$ .75 Ice Cream Freezers ..... $ .45
	Numerous other articles at 10c	4 Qt. Enameled Milk Kettles 25c	$1.50 Enameled Savory Roasters $1.20

SALE CONDUCTED BY THE PICKARD HOUSE FURNISHING COMPANY

THE JOYS AND SORROWS OF MR. COMMUTE


WELL, HERE'S A PRETTY HOW DEE DO, AND I'VE ONLY GOT TWO MINUTES TO MAKE MY TRAIN!!
HELP!
FEAR NOT, MADAM. HELP IS NIGH!!
HELP HELP HELP HELP HELP
MY PRESERVER— YOU SHALL BE RICHLY REWARDED FOR THIS— IN FACT—
? ? ?
TOOT TOOT TOOT!
?
TOOT TOOT!!
OH IVE JUST GOTTA MAKE THAT TRAIN!!
STARR

PAPER PANS JIM BURKE FOR FAIR

Indianapolis News Says Something's Wrong With His Team.

LOST ANOTHER GAME

For the reason that he has always been recognized as an earnest and faithful worker for the interests of his employers and the further reason that he is always on the lines battling hard in every game James Thomas Burke, former manager of the Fort Wayne team, has escaped until very recently any censure, but the tide is turning and yesterday the Indianapolis News gave him a panning.

The paper suggests that there is something very radically wrong with the team and practically asserts that Burke's methods with his men are not conducive to harmony or good ball playing. He started in the spring with the announcement that he had strengthened up his club and that the early experiences of the season of 1911 would not be repeated, but they have been and only two games of the fifteen played have been won.

The letter is printed under a Minneapolis date line but shows such an intimate acquaintance with the inner workings of the club that the inference is easily drawn that it was written by a member of the News staff.

Burke is a thorough disciplinarian and men who worked under him here had the one objection to his methods and that was his ungovernable temper on the ball field and after a losing game. He stopped at nothing in calling his men and while his wrath was appeased by time and he forgot all about it his players felt the sting.

However, he was able to get good results and taken as a whole he was a popular manager. He made some money for the club owner and every fan in Fort Wayne is his friend and has been pulling for him. James T. is simply suffering the same things that have been suffered by losing generals from time immemorial.

If he were winning at Indianapolis and applying exactly the same methods he is applying in his attempts to win there would be no unfavorable criticism and the fact that he is unfortunately losing is probably the best excuse the writers have for panning him now and then.

Willie Robertson started yesterday's conflict with the Minneapolis club and went along swimmingly until the third inning when he got his bumps. The Indians came back in the fourth and went one run ahead and in the eighth made a brave effort, but the Millers had obtained a lead that held good to the close and Burke's crew went down to defeat. The American association results yesterday follow:

At Minneapolis.

										R.	H.	E.
Minneapolis	1	0	4	0	1	3	0	1	*—10	16	3
Indianapolis	1	1	0	3	0	0	4	0	—9	10	4

Batteries—Leverette, Olmstead, Young and Smith and Owens; Robertson, Merz, Link, Kimball and Casey and Clarke. Umpires—Chill and Anderson.

At St. Paul.

										R.	H.	E.
Louisville	2	1	0	2	0	0	0	2	*—7	11	2	
St. Paul	0	0	0	0	0	0	0	1	—1	5	1	

Batteries—Schneider and Madden; Tragesser, Decanniere and Thomas and Block. Umpires—Hayes and Irwin.

At Kansas City.

										R.	H.	E.
Columbus	1	1	0	0	1	0	0	2	2	7	0	
Kansas City	0	0	0	0	0	0	0	0	0	5	0	

Batteries — Cook and Smith; Maddox and James. Umpires—Berhalter and Connolly.

PRINTS PICTURE IN HIS EDITION

"Louie" Heilbroner Finally Overcomes His Natural Diffidence.

BLUE BOOK IS OUT

There are only two men in the history of the game who knew all about baseball. Father Henry Chadwick was the first and Louis Heilbroner, alias "Louie," is the second.

Chadwick blossomed and bloomed when shining lights in the game were few and he had nobody to crowd him out of the calcium light, but Heilbroner found more opposition when he entered the game and he found he would have to push somebody out of the rays of the limelight or be content with obscurity.

Naturally diffident and retiring it took the subject of this sketch a long time to develop and until he opened a baseball office and placed a market value on information about players he didn't find his niche in the national pastime.

Success in his ventures has had a lot to do with the elimination of this diffidence and in the last edition of the Blue Book, the author, who is Mr. Heilbroner, actually printed his picture. It's a little bit of a picture, but it gives promise of something more impressive next year.

But to get back to the Blue Book. When tented exhibitions start out with the early spring they always announce that everything is bigger and better and then flim the public by having nothing new, but the paint on the wagons. This ain't the Heilbroner method. His book is bigger and better in every respect although most baseball authorities were willing to concede that he had crowded into his work of 1911 about all the information that could be put into a volume of the kind.

All that it had last year is in the one for 1912 and there are many more things, as for instance, the rules and regulations of the National Board of Arbitration. In three years the book has become standard literature in the baseball world and the subscription list has grown accordingly.

The issue of this year contains all the playing schedules, the names of the officials of all the leagues, their summer and winter addresses and a lot of information that is invaluable to men engaged in the business and that will prove mighty interesting to the average fan whose interest in baseball goes beyond seeing a game now and then.

STRENGTHENING FOR SERIES.

Manager Harry Arndt Expects to Have Better Team to Play Here.

In addition to Clyde Parker at short Manager Harry Arndt expects to have two other new players in line by the time his club opens up here in the series that will follow three games with Dayton.

BEN KOEHLER'S FISH STORY.

Ben Koehler, Grand Rapids, second baseman, claims he is the only man in the country who can exhibit a trained gold fish. Ben has quite a number of them at his home in South Bend, he says. One fish is eight years old, and, according to Ben and Midge Craven, it will stand on its tail, tell the time of day, live out of water for a week at a stretch and do other stunts. Ben says he's going to take his fish out in vaudeville next fall.

HERE FOR THE OPENING BATTLE

DR. F. R. CARSON
President Central League.

"I have been to Canton, Erie, Akron and South Bend this season and I find that the ball players in the Central league are not in the condition they ought to be at this time of the year, but that's not their fault. They can blame the weather for it," said Dr. F. R. Carson, president of the Central league, who came over with his son, Clarke Carson, to be present at the opening here.

"Honestly, I believe Fort Wayne is the best club I have seen in action this year. Seems to me it is stronger than it was last year, but you must remember, that I have seen it only once.

"In my trips I saw some wonderful ball players and, don't you know, I think the Central will turn out some good material this year. You know, it has always been my hobby to get the fellows from the small leagues and develop them and I believe I have got the directors around to my way of thinking.

"Of course, it's too early to make any predictions, but the league is on a better basis than it has ever been in its existence and we ought to go through in great shape, but then you never can tell about baseball. Erie has a fine baseball park and Akron and Canton have greatly improved theirs and everybody seems to be getting into line for a fine season and I hope they will have it.

"There have been some kicks on my umpires, but I believe I have a good staff. Players and managers must remember that it will take these fellows a while to get their eyes on the plays and they must make allowances the same as the players ask the public to make."

Dr. Carson will see only the first game. In addition to his duties as president of the Central league he has taken an automobile agency and he and his son will work that together.

REST HELPS OUT THE POTTER MEN

Rainy Monday is Not Unwelcome to the Zanesville Players.

MURRAY DOING WELL

Zanesville, O., April 30.—Rain that prevented the game here yesterday was welcome to the players on the Zanesville squad, as it is not in the best shape and every open date gives the injured players better opportunity to get back into the game.

When the club left last night Jack Pendry went along fully convinced that he would be able to get back on third and send Blake to second until Manager Kelley recovers, but unless he finds conditions at Youngstown favorable he will not attempt it.

He will be a much more valuable asset later in the season when the fight gets warm than he is now and no chances will be taken with him. Blake has been playing very acceptably at third and the manager is inclined to believe that he has found the place best suited to the youngster.

Zanesville has not been playing satisfactory ball and fandom is getting restless already without making allowance for the fact that the men are not in condition and that injuries have robbed the infield of two of its most important players.

Sandy Murray has been playing great ball since he joined the club and was instrumental in beating the Stogies twice, which was a source of great satisfaction to him as he was turned adrift a week ago to make room for Jensen on the Wheeling club.

A double marked his first game and it started a big rally that beat his former teammates, and in his second he hit two doubles in addition to playing a good game at second.

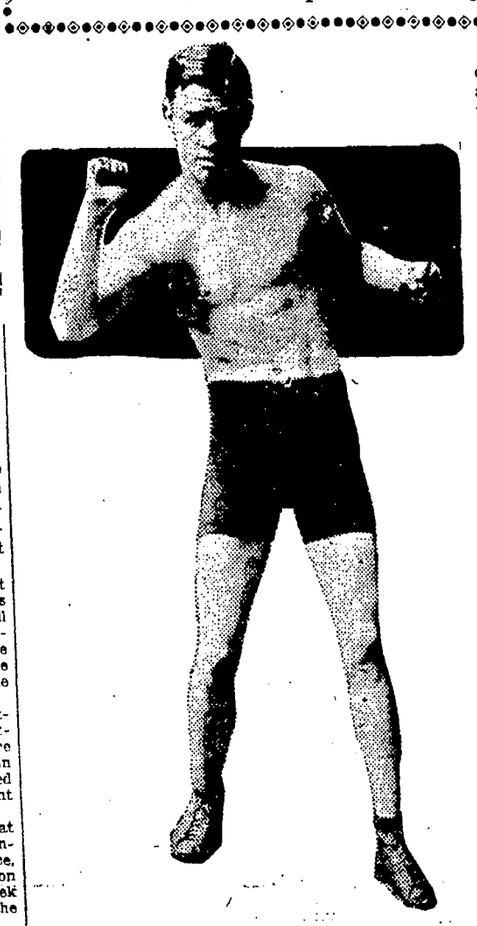
SCORERS AND UMPIRES.

President John Wessel, Jr., of the Shop league, has made the the following appointments of umpires and scorers for the season:

Umpires—H. E. Betcher, Dick Cantwell, Paul Lauer, Ed Crosby, James Majors.

Scorers—Charles Weddler, Chas. Backofen, F. O. Quinn, Oscar Griebel, W. O. McGinnis.

Tickle Sanders, Memphis Newsie, May Be Bantam Champion Some Day.



From newsboy, and a cocky, scrapping newsie at that, to contender for the bantam crown at 19, is the record of Tickle Sanders, idol of Memphis boxing fans.

Two years ago Tickle was king of the Memphis newsboys, in fact, being president of the newsboys' association. For a time his position was secure and then dissension arose and he had to thrash about every newsie in town to impress his fitness for the position.

A boxing promoter saw Sanders fight and matched him with Young Wortham, who was knocked out in two rounds. Since that night the boy has beaten every bantam in Memphis and is looked upon as the coming champion.

Tickle is a hard-fighting, mixing boxer, with the stamina of an iron man and has earned the name of "Heart," owing to his ability to win after he has apparently been beaten in the early rounds.

Tickle is the idol of fight-loving Memphis and if he keeps his head on his shoulders he has a bright career in the squared ring. He is managed by his brother, Jimmy, who in the days of Tickle's presidency of the newsboys' organization, was his right hand in running that organization.

NORTH SIDE MEETING.

Another meeting of the North Side Civic Improvement association will be held Wednesday evening at the Bloomingdale school and among other things the committee on street openings will submit its report. The opening of Fourth street from Clinton street to Spy Run avenue, and the widening and opening of Barthold street will be discussed at some length.

AKRON ATTENDANCE IS GOOD.

Although Lee Fohl's Akron team has lost most of its home games the stands were filled Sunday and the crowd overflowed into the field.

WANTED—Gordon press feeders, errand boys and bindery girls. Indiana Printing Co. 29-2t

BURKE IS GETTING BIT OF A PANNING

JAMES T. BURKE

THE STANDINGS AND RESULTS

CENTRAL LEAGUE.

Clubs.	Won.	Lost.	Pct.
Youngstown	3	1	.750
Springfield	2	1	.667
Grand Rapids	2	1	.667
Fort Wayne	2	1	.667
Erie	3	2	.600
Zanesville	2	2	.500
Terre Haute	2	2	.500
Akron	2	2	.400
Wheeling	2	3	.400
Canton	2	3	.400
Dayton	1	3	.333
South Bend	1	3	.250

NATIONAL LEAGUE

Clubs.	Won.	Lost.	Pct.
Cincinnati	9	3	.750
New York	8	3	.727
Boston	6	6	.500
Chicago	5	6	.455
Pittsburg	5	7	.417
Philadelphia	4	6	.400
St. Louis	5	8	.385
Brooklyn	4	7	.364

AMERICAN LEAGUE.

Clubs.	Won.	Lost.	Pct.
Chicago	10	3	.769
Boston	8	4	.667
Philadelphia	7	6	.583
Washington	7	5	.583
Cleveland	5	6	.500
St. Louis	5	8	.385
Detroit	5	9	.357
New York	2	10	.167

AMERICAN ASSOCIATION.

Clubs	Won.	Lost.	Pct.
Columbus	13	4	.765
Minneapolis	10	5	.667
Toledo	9	6	.600
St. Paul	9	7	.563
Kansas City	7	9	.437
Louisville	6	8	.429
Milwaukee	5	9	.357
Indianapolis	2	13	.133

RESULTS YESTERDAY.

CENTRAL LEAGUE.
All games postponed, rain.

NATIONAL LEAGUE.
Chicago-St. Louis, wet grounds.
Cincinnati-Pittsburg, rain.
New York-Boston, rain.
Philadelphia-Brooklyn, rain.

AMERICAN LEAGUE.
Detroit-Chicago, rain.
Boston, 1; Philadelphia, 7.
Washington, 2; New York, 0.
St. Louis-Cleveland, rain.

AMERICAN ASSOCIATION.
Minneapolis, 10; Indianapolis, 9.
Kansas City, 0; Columbus, 3.
St. Paul, 0; Louisville, 8.
Milwaukee-Toledo, cold weather.

AMERICAN LEAGUE SCORES.

At Washington.

										R.	H.	E.
New York	0	0	0	0	0	0	0	0	—0	5	3	
Washington	0	1	0	1	0	0	0	0	*—2	3	0	

Batteries—Vaughn and Street; Johnson and Ainsmith. Umpires—Connolly and Hart.

At Boston.

										R.	H.	E.
Boston	0	0	0	1	0	0	0	0	0—1	7	2	
Philadelphia	0	0	0	0	0	0	2	2	3—7	12	2	

Batteries—O'Brien, Bushelman, Hagerman and Nunamaker; Plank and Thomas. Umpires—Westervelt and O'Loughlin.

ROTH TO AURORA TEAM.

Gince Roth, the young left hander who made such a good impression on Manager Shaughnessy in the spring workouts, has been sold to the Aurora, Ill., club and will report to Manager Guy Dickey in a short time.

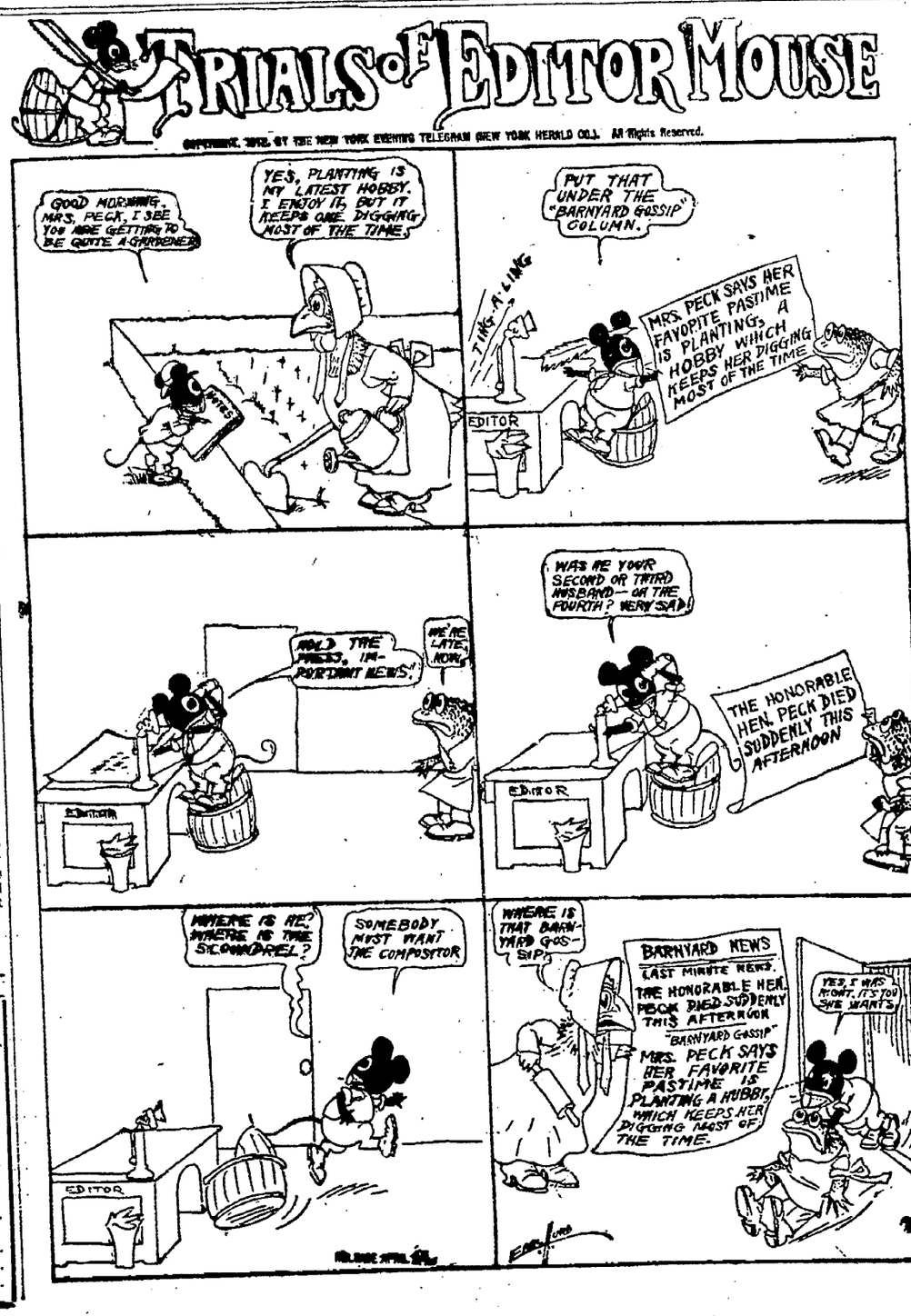
Try Sentinel Want Ads.

BASE BALL

GAMES CALLED AT 3:00 P. M.

WEDNESDAY, MAY 1—DAYTON.
THURSDAY, MAY 2—DAYTON.
FRIDAY, MAY 3—SOUTH BEND.
SATURDAY, MAY 4—SOUTH BEND.
SUNDAY, MAY 5—SOUTH BEND.
MONDAY, MAY 6—TERRE HAUTE.
TUESDAY, MAY 7—TERRE HAUTE.
WEDNESDAY, MAY 8—T. HAUTE.

TRIALS of EDITOR MOUSE


COPYRIGHT, 1912, BY THE NEW YORK EVENING TELEGRAM (NEW YORK HERALD CO.). All Rights Reserved.
GOOD MORNING, MRS. PECK, I SEE YOU ARE GETTING TO BE QUITE A GARDENER
YES, PLANTING IS MY LATEST HOBBY. I ENJOY IT, BUT IT KEEPS ONE DIGGING MOST OF THE TIME.
PUT THAT UNDER THE "BARNYARD GOSSIP" COLUMN.
TING-A-LING
MRS. PECK SAYS HER FAVORITE PASTIME IS PLANTING, A HOBBY WHICH KEEPS HER DIGGING MOST OF THE TIME
EDITOR
WAITER
AND THE PRESS, IMPORTANT NEWS!
WE'RE LATE, NOW!
WAS HE YOUR SECOND OR THIRD HUSBAND— OR THE FOURTH? VERY SAD!
THE HONORABLE HEN. PECK DIED SUDDENLY THIS AFTERNOON
EDITOR
WHERE IS HE? WHERE IS THE SCOUNDREL?
SOMEBODY MUST WANT THE COMPOSITOR
EDITOR
WHERE IS THAT BARNYARD GOSSIP
BARNYARD NEWS
LAST MINUTE NEWS.
THE HONORABLE HEN. PECK DIED SUDDENLY THIS AFTERNOON
"BARNYARD GOSSIP"
MRS. PECK SAYS HER FAVORITE PASTIME IS PLANTING A HUBBY, WHICH KEEPS HER DIGGING MOST OF THE TIME.
YES, I WAS RIGHT, IT'S YOU SHE WANTS

WOLF & DESSAUER

THE STORE THAT SELLS WOOLTEX.

WOLF & DESSAUER

With the First Day of May, Starts This Splendid Sale of Undermuslin

The woman who likes excellently made under-garments; who wants them daintily trimmed; who looks for neatness down to the tiniest detail--that is the woman to whom this Special May event is especially directed. For these are under-garments of quality --not cheaply made undermuslins of the "Sale" variety. Every garment is quality throughout. The materials are the best; the sewing is neatly done; the button holes are carefully worked, and the trimmings selected with good taste.

THE VALUES ARE EXCEPTIONAL DURING THIS SALE. WISE WOMEN WILL BUY THEIR ENTIRE SUMMER'S SUPPLY THIS WEEK.

Combination Garments

At 59c Corset cover and drawer combination; made of excellent material, well-fitting and comfortably proportioned; trimming of torchon lace; an extraordinary value.

At 98c A dozen different styles to select from, including the new Knickerbocker combination. Beautiful trimmings of choice laces and embroideries.

Dainty Petticoats

At 25c Petticoats made of good quality cambric; deep flounce trimmed with small tucks; full length.

At 98c White Petticoats with deep ruffle of eyelet embroidery or solid lace flounce; also golf skirts of white crepe, trimmed with wide linen lace are included at this price.

Women's Gowns

At 48c Slip-over gowns of fine material; neck and sleeves trimmed with lace or embroidery; ribbon-drawn.

At 98c Three new styles of slip-over gowns at this price; round and square neck; one model with entire yoke and sleeves formed of lace and embroidery.

EXTRA SIZE GOWNS in slip-over style and open front; lace and embroidery trimmed; cut extra full. **Very special..... $1.25**

Children's Undermuslins

Drawers, 9c Well made drawers of good quality muslin; trimmed with small tucks; sizes 2 to 12 years.

Gowns, 21c Made with high neck and long sleeve, or Bishop style with elbow sleeves; sizes 2 to 12 years; a very special value.

Misses' Princess Slips

Perfect fitting Princess Slips for misses; sizes 14, 16 and 18; neck and arm-holes trimmed with torchon lace; finished at foot with deep tucked flounce; an exceptional value at..... **98c**

Corset Covers at 25c

Many new and dainty Summer Corset Covers to select from at **25c.** Some have deep yoke of lace or embroidery; others plainly but daintily made and most unusual values.

CARPENTERS MAY DECLARE STRIKE

Special Meeting Tonight to Decide What Shall Be Done.

AGREEMENT IS UP

A special meeting of the Carpenters and Joiners' local union No. 232 will be held tonight in the hall above the Star theater, and unless members of the Master Builders' association offer to sign the agreement prepared by the union, it is likely that a strike will be declared, which will result in a general walkout in Fort Wayne tomorrow. The union men want the contractors to grant the new wage scale and consent to a closed shop.

Up to date the contractors have refused to do this and today is the last chance offered them by the union men, who demand a minimum wage scale of 40 cents per hour and a closed shop. The master builders object to both these clauses in the agreement, and claim that only a few more than half the local carpenters are members of the union.

The contractors contend that it is not wise for them to declare a closed shop, thus forcing every carpenter in the city to become affiliated with the union. They also contend that they will be forced to pay as much for poor workmen as for the best services offered. Herctofore a sliding scale has been in force.

The carpenters say they are not asking anything unreasonable and that the contractors promised them a minimum wage scale and closed shop two years ago. If the strike is declared at tonight's meeting, nearly 400 local carpenters will be affected. Special Organizer Sullivan, of Indianapolis, is directing the movements of the union forces in the city.

PLUMBING

Telephone JAMES. A. LORDIER for your Plumbing and Gas Fitting. Bids Cheerfully Given on All Work. 2812 HANNA STREET. Phone 7222-Green. 4-30-1m

5c LYRIC 5c

TONIGHT

The Cry of the Children.

2,000 Feet.

VAUDEVILLE.

FREE CARNIVAL

On Account of Street Car Service

Hoosier Amusement Co.

Will Exhibit on

GOLF GROUNDS

End of East Washington St.

Opening May 4 to 13.

8 BIG SHOWS—2 FREE ACTS BAND CONCERT.

PLAYGROUNDS OPEN TODAY.

Many Youngsters Enjoy Fresh Air and Sunshine.

Favored bountifully by excellent weather following several days of cloudiness and rain, the Holman and Bowser playgrounds opened this afternoon at 3:30 o'clock, and all children who cared to enjoy the first of the season's privileges, availed themselves of the opportunity to get out in the air and sunshine. The two grounds were well patronized in spite of the fact that they were a trifle muddy. The new director appointed recently, was at the grounds, but no definite line of work for the youngsters will be started for a few days. The grounds will be open for play between 3:30 and 5:30 o'clock on school days.

Dr. Studer has opened offices above Dreier's drug store, cor. Calhoun and Columbia Sts. 30-t-t-s-tf

ATTACK ON GIRL PUZZLES POLICE

Young Chicago Student is Found Bound and Gagged.

ON COLLEGE CAMPUS

Chicago, April 30.—Authorities of the University of Chicago and the Chicago police were puzzled today over the circumstances surrounding a supposed attack on a young woman student at the university high school, who was found bound, gagged and bruised yesterday on the college campus and who has not yet given a lucid explanation.

The girl is Marion Dorecki, daughter of Stephen Dorecki, and has attended the high school since last fall. She expected to enter the university next year.

The incident was not reported to the police until today. The first report was that teh young woman was the daughter of Countess Goreski and that she was a student in the university.

CARNIVAL CHANGES DATES.

Will Open May 4 on Old Kekionga Golf Club Grounds.

On account of bad grounds elsewhere the Hoosier Amusement company has decided to open its carnival at the old Kekionga Golf club grounds at the east end of Washington boulevard. The dates for the event have been set from May 4 to 13. The company will have eight big shows, two free acts and give a band concert daily. Announcement is made that everything will be in readiness for the opening performance Saturday evening. The exhibition was to have been given on South Calhoun street, just south of Pontiac street.

CATCH GLIMPSE OF ALLEN.

Fugitve Outlaw in Sight, But Disappeared Quickly.

Mount Airy, N. C., April 30.—Sidna Allen, one of the two uncaptured Hillsville outlaws, was seen yesterday afternoon in the mountains near Fancy Gap by Dr. Thomas B. Ashby, of this place, who was at the home of Charles Webster. Both Ashby and Webster, who know Sidna Allen say there is no doubt as to the identity of the outlaw. He emerged from the woods near Webster's home, but when he spied the men he disappeared. Investigation failed to disclose where he went. A posse of detectives is now on the trail.

STAKED OFF THE GROUND.

Board of Works Ready to Begin Work on Asphalt Repair Plant.

Members of the board of public works and a representative of Hetherington & Berner, of Indianapolis, staked off the ground at No. 2 pumping station today and made preparations for erecting the asphalt repair plant.

All of the machinery has been built at the factory and the construction of a shed is about all that remains to be done. The plant can be installed in a short time.

LOSS IS HALF MILLION.

Big Fire in New York Hits Printing Concerns Heavily.

New York, April 30.—Fire today broke out on the top floors of the twelve story Echange building on West 32nd street, and before it was extinguished four oors were burned out, causing a loss estimated at $500,000. The offices of D. P. Appleton, publishers, were swept by flames and a dozen or more of printing and mercantile establishments were burned out.

Try Sentinel Want Ads.

Tomorrow, May 1st is the last day for changes in the new telephone directory. THE HOME TELEPHONE & TELEGRAPH CO.

SPRING TIME IS CLEAN TIME

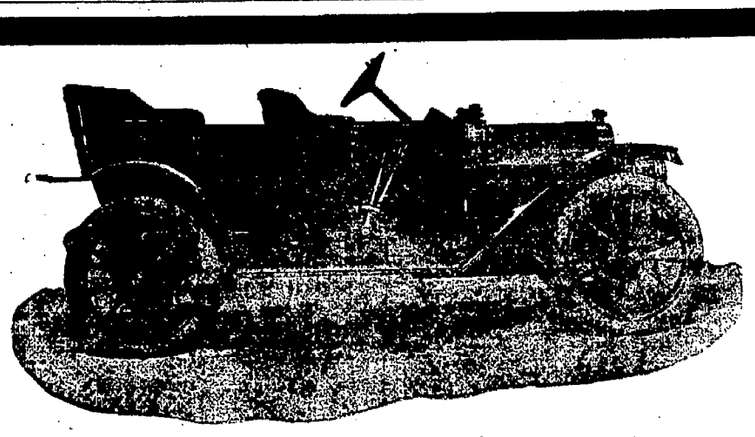
Renew, freshen, beautify with Acme Quality Paints. Acme Quality Paint Store, Main and Clinton Sts.

A TAILORED SUIT ADDS TO A MAN'S PERSONALITY

We use only guaranteed pure wool cloths; our styles are exclusive and the workmanship the best obtainable. Our cloths are shaped and draped to fit your individual personality. Our prices are what you must pay for a ready-made and are a saving of eight to ten dollars over the high priced tailor.

MONAHAN

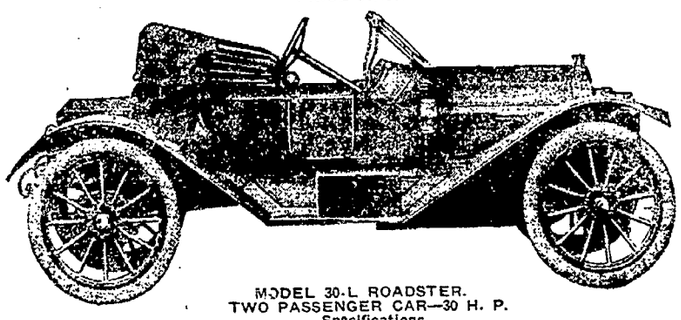
Popular Price Tailor. Anthony Hotel Bldg.



MODEL 30-L.
FIVE PASSENGER TOURING CAR—30 H. P.
Specifications.

Motor—4x4. 30 H. P. Four vertical cylinders, cast separately.
Transmission — Selective type, sliding gear, three speeds forward and reverse; direct on high speed.
Clutch—Cone, leather faced, easy adjustment.
Control—Spark and throttle on top and within steering wheel.
Ignition—Remy magneto, with coil and dry cells.
Carburetor—Float feed, automatic.
Lubrication—Self contained, splash system.
Radiator—Honey comb, with flat vertical tubes and fan.
Pump—Gear driven.
Brakes—Two sets: external, operated by foot pedal; internal or emergency, operated by hand lever. Brake equalizers.
Wheel Base—112 inches.
Tread—56 inches.
Clearance—10½ inches.
Tires—Goodrich Quick Detachable, 34x3½ inches. 36x4 inches, $50.00 net extra.
Wheels—Artillery pattern; 84 inches. Rims Universal No. 2.
Steering Gear—Worm and wheel.
Frame—Pressed steel throughout; offset.
Springs—Front, semi-elliptic, 36 inches; rear, ¾ elliptic, 40 inches; scroll end.
Drive—Shaft.
Axles—Rear, live type; front, "I" beam sections.
Gasoline Feed—Gravity, from a 15 gallon galvanized tank under the front seat.
Body—Straight line type, fore door.
Bonnet—Pressed steel, opening from either side, fastened by hand latches.
Fenders—Extra heavy gauge pressed steel, detachable, with inner shield constructed integral.
Painting—Standard finish of body, bonnet and running gear is royal blue. Battleship gray, special order.
Standard Equipment—Full nickel trimmed, with five lamps and generator, horn and tools. Remy magneto.

PRICE $1,100.



MODEL 30-L ROADSTER.
TWO PASSENGER CAR—30 H. P.
Specifications.

Motor—4x4, 30 H. P. Four verticle cylinders, cast separately.
Transmission—Selective type, sliding gear, three speeds forward and reverse; direct on high speed.
Clutch—Cone, leather faced, easy adjustment.
Control—Spark and throttle on top and within steering wheel.
Ignition—Remy magneto, with coil and dry cells.
Carburetor—Float feed, automatic.
Lubrication—Self contained, splash system.
Radiator—Honey comb flat tube type and fan.
Pump—Gear driven.
Brakes—Two sets; external, operated by foot pedal; internal or emergency, operated by hand lever.
Wheel Base—112 inches.
Tread—56 inches.
Clearance—10½ inches.
Wheels—Artillery type; 34 inches. Rims Universal No. 2.
Steering Gear—Worm and wheel.
Tires—Goodrich Quick Detachable, 34x3½ inches. 35x4, $50 net extra.
Frame—Pressed steel throughout; offset.
Springs—Front, semi-elliptic, 36 inches; rear, ¾ elliptic, 40 inches; scroll end.
Drive—Shaft.
Axles—Rear, live type; front, "I" beam sections.
Body—Vestibuled; with gasoline tank and trunk on rear.
Bonnet—Pressed steel, opening from either side; fastened by hand latches.
Fenders—Extra heavy gauge pressed steel, detachable, with inner shield constructed integral.
Painting—Standard finish of body, bonnet and running gear, Battleship gray.
Standard Equipment—Full nickel trimmed; with five lamps and generator, horn, tools and Remy magneto.

PRICE, $1,100.

Right in the Center of the Forum; Right in the Sight of Every One.

$1100 AUBURN

Five-Passenger Touring Car Two-Passenger Roadster.

Chemical analysis of materials used in many cars selling at less than $1100 and $1000 will disclose that they do **not** contain materials the manufacturers would have customers believe.

Good material costs money and nothing but good material is used in Auburn cars.

We consider it poor policy to use anything else and at the same time we price Auburn cars just as low as possible.

The two models shown on this page represent $1100 worth of material in each car—no more—no less—full value—honest construction—the most for the money.

Examine either car and note the straight line body, five bearing crank shaft, transmision located amidship and separate cast cylinders. Full specifications printed under each model.

We can equip all models with self-starters.

OTHER AUBURN CARS

Model 35 L, $1400, Five-Passenger Touring Car—35 H. P.

Model 40-N, $1750, FivePassenger Touring Car—40 H. P.

Model 40-M, $1750, Two-Passenger Roadster—40 H. P.

Model 6-50, $3000, Six Cylinder Touring Car—50 H. P.

Let us send you further information

Auburn Automobile Co.

AUBURN, INDIANA

SHOP AND RAILROAD NEWS

SPECIAL TRAIN FOR SHRINERS

Arrangements Completed for Trip to Los Angeles.

SUMMER RATES AGAIN IN FORCE

Electric Works Suspend Operations for Two Minutes.

The Shriner train over the Nickel Plate, known as "the Mizpah Special," with the Fort Wayne Shriners aboard for Los Angeles, will leave this city tomorrow afternoon at 2 o'clock, one hundred Shriners and their families taking passage from this city. It will be a five-coach train, another car, a sleeper with Indianapolis Shriners aboard, being attached to it at Kansas City.

Frank B. Parnin, of this city, district passenger agent for the company, will accompany the train as far as LaJunta, Col. At Denver C. A. Melin, district passenger agent, joins the train and goes to Los Angeles, as does also J. W. Adams, district Pacific coast passenger agent. Mr. Melin has charge of the train on its return from Salt Lake City to Chicago, Mr. Parnin again meeting the train at Chicago. F. T. Hendry, general passenger agent of the Santa Fe, will be with the train on its way to Los Angeles. These special officials of the company are with the train for the purpose of looking after the comfort and pleasure of the excursionists. The trip is an eighteen-day one and will be full of pleasure. Many of those going will remain in the west longer than eighteen days.

SUNDAY RATE TO GO ON.

Nickel Plate to Resume Its Popular Priced Excursions.

F. P. Parnin, district passenger and ticket agent for the Nickel Plate in this city, is in receipt of an official announcement from B. F. Horner, general passenger and ticket agent of the N. Y., St. L. & P. railway, which will met with general approal by the large number of patrons of that line. The letter is to the effect that on and after Sunday, May 5, all agents are authorized to place on sale special Sunday rates, the same as those of last year, which means that parties desiring to go distances of 100 miles or less and return can do so at the rate of $1.

Mr. Parnin was also notified that local picnic excursions could be contracted for on the same basis as those of last year. The latter affairs are similar to the one which was given last summer by the employes of the Fort Wayne Electric works to Cedar Point, and which was conducted in such a manner as to call forth much praise by the excursionists, both for the Electric employs and the railway representatives having the event in charge.

The summer rates above noted have been in effect on the Nickel Plate road for several years and were liberally taken advantage of by patrons along the entire line. For a time the impression gained some credence that the rates were to be discontinud this year (unofficially of course) and Mr. Parnin was daily flooded with queries as to whether or not the road would resume the rates this season. The announcement of Mr. Horner will put all doubts aside, and the popularity of the low rates will no doubt be attested to by the usual large number of Sunday travelers this year as in years past.

SOME COMPARATIVE FIGURES.

Scale of Wages in England and United States.

In view of the locomotive engineers' wage discussion and Grand Chief Stone's claim that an engineer's pay is not commensurate with the responsibility he has to bear, railroad men are calling attention to a report made by Special Agent Ames, of the interstate commerce commission. His report is on the average wages paid railway employes in England. Compared with the report of average wages paid to railway employes in the United States it makes interesting reading. For instance

England, per day of twelve hours—Engineers, $1.55; firemen, 96 cents; conductors, $1.21; brakemen, 95 cents; switchmen, 94 cents; trackmen, 94 cents.

United States, per day of ten hours—Engineers, $4.80; firemen, $2.85; conductors, $4.11; brakemen, $2.81; switchmen, $2.80; trackmen, $1.32.

From these figures a fair idea is gained of the average pay of British railway labor.

On the railways of Belgium, which are owned by the government, firemen receive $15.20 to $22.80 per month, the higher wage only after fifteen years' service. Engineers begin at $22.50 per month, and at the end of twenty-four years' service work up to $38 a month. Conductors earn from $17.97 per month up to a maximum of $34.70. Brakemen begin as switchmen at 45 cents per day. When promoted they receive $17.10 per month and work up to $22.00 per month. The average railroad worker in Belgium receives 2.22 francs, or 43 cents a day.

'LIGHTS SUSPEND TWO MINUTES.

A bulletin was posted in the different departments of the Fort Wayne Electric works by Manager J. J. Woods this morning to the effect that out of respect to the memory of Hindil Parsons, vice president of the General Electric company, whose tragic death occurred a few days ago at Albany, N. Y., that the works would shut down for two minutes at 1:30 o'clock today, during the burial of the deceased.

NEWLYWEDS TO ENTERTAIN.

Fred Dreyer, of the Pennsylvania machine shop, who was married last week, and bride will entertain the bolt and turret lathe men in the department in which he is employed at a little party this evening. Both young people are popular and those who will attend anticipate a fine time.

PENNSY TO SPEND BIG SUM.

Indianapolis, April 30.—Announcement was made here today that the Pennsylvania Railroad company intends to expend $200,000 in the construction of a round house and yards in the eastern part of the city. The building will accommodate thirty-four locomotives.

INDUSTRIAL NOTES.

J. V. Palmer, Pennsylvania cabbuilder, is sick and off duty.

W. H. Connors, Pennsylvania machinist, is sick and off duty.

J. F. McKinney, Pennsylvania engineer, is sick and off duty.

L. H. Miller, machinist helper, is a new man in the Wabash shops.

W. Schaefer, of the Pennsylvania lumber yards, is on the sick list.

H. P. Jenson, Pennsylvania company blacksmith, is on the sick list.

R. A. Reim has resumed his duties in the Pennsylvania paint shop.

F. Margello, of the Pennsylvania erecting shop, has resigned his position.

Joseph Blott has resigned his position in the Pennsylvania erecting shop.

P. V. Tingle, Nickel Plate brakeman, is off duty.

J. B. LaTourette, of the Nickel Plate train service, is taking a lay off.

D. Watterson, conductor on Nickel Plate local, is on sick leave.

C. C. Sincox has taken a position as brakeman on the Nickel Plate road.

Caller W. Smart, of the Nickel Plate, is off duty owing to sickness.

Fireman M. Garwood, of the Nickel Plate, is taking a few days' lay off.

Wilbur Holley is a new brakeman on the west end of the Nickel Plate road.

R. O. Fahlsing has resigned his position in the Pennsylvania company's flue shop.

M. J. Mahoney, helper in the Pennsylvania blacksmith shop, is reported to be very ill.

A. L. Gilbert, Wabash freight agent, has returned from a brief visit in Pittsburg.

Fireman A. R. Fullerton, of the Nickel Plate, is sick and unable to work.

F. O. Hough, of the Pennsy car machine shop, has resigned and will go to Allegheny.

Engineer John Moore, of the Nickel Plate, is sick and unable to go out on his run.

C. F. Merritt, Nickel Plate engineer, has resumed his duties on the road after a lay off.

E. N. Stevens, of the Pennsylvania paint shop, is off duty on account of the sickness of his wife.

Howard Major, of the Pennsylvania tin shop, is in Cleveland on business for the company.

Conductor E. I. Grummons, of the Nickel Plate, is sick and unable to go out on his run.

Machinist E. F. Haberkorn, of the Pennsylvania, has reported for duty after an absence.

E. M. Weintritt, Pennsylvania machinist, is laying off on account of sickness in his family.

P. D. Bresnahan, machinist in the Pennsylvania shops, is off duty on account of sickness.

M. B. Whitmore, of the Pennsylvania planing mills, has returned to work after a week's illness.

Nickel Plate Engineers J. W. Wells and Oscar Shearer have reported for work, after being off duty.

Nickel Plate Conductors C. A. Rouzer, D. C. Potts, J. S. Dick and W. C. Bell are off duty for a few days.

E. P. Kahoe, of the Pennsylvania erecting shop, has reported for duty after being on the sick list.

Wm. Magner, Wabash blacksmith helper, who was sick and off duty two weeks, has reported for duty.

The Wabash road brought the Sheehan opera company of forty people from Toledo to this city today.

The 100-ton erecting derrick from Alliance, O., is undergoing repairs at the Pennsylvania company shops here.

E. E. Griest, assistant master mechanic of the Pennsylvania shops, in this city, has gone to Richmond, Va., on company business.

Herman Weisfeld, of the Pennsylvania tin shop, has reported for duty. He, accompanied by his wife, visited in Chicago for a few days.

W. G. Black, master mechanic of the Stony Island shops of the Nickel Plate road, was in the city yesterday on business for the company.

J. D. Cain, Nickel Plate brakeman, has reported for duty after an absence.

Brakeman A. Swisher, of the Nickel Plate, is off on sick leave.

The Wabash steam shovel is being placed in working order and will be sent to Wolcottville, where the company's gravel pit will be opened tomorrow.

J. E. Struchen, employed as a machinist's helper in the Pennsylvania shops, suffered a sprained back this morning while engaged at his work and was compelled to return home.

Christ G. Glissman, the Wabash machinist, who had an eye injured some days ago and was compelled to go to company hospital at Decatur, Ill., for treatment, has recovered and reported for duty.

J. P. Leitz, of the shipping department of the Electric works, who has been sick and off duty for about three months, was a caller at the works today, and stated that he would report for duty next Monday.

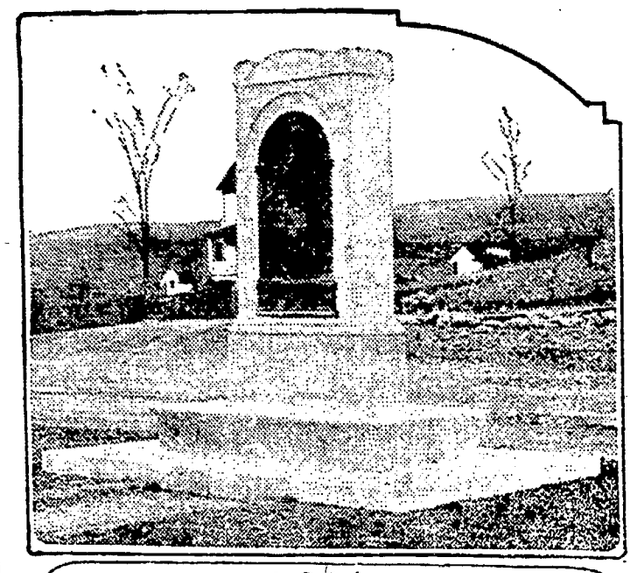
O. P. Parks, general car inspector for the Pennsylvania company, with headquarters in this city, has gone to Chicago, in attendance upon a meeting of the arbitration committee of the Master Car Builders' association.

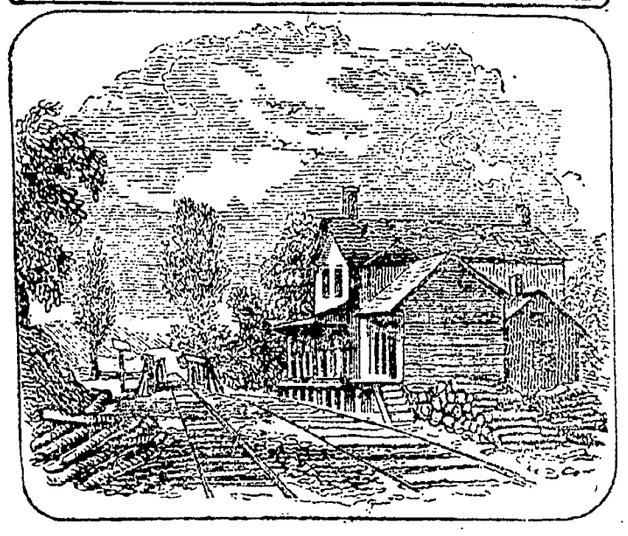
W. N. Hosterman, Pennsylvania company electrician, who has been at his home in this city for a week, on the sick list, has returned to Cleveland, where he is engaged in work at the Pennsy power plant there.

Frank Scheid, foreman of the machine department of the Pennsylvania company at Toledo, and wife have returned home, after a week's visit in this city. While here they were the guests of the former's parents, Mr. and Mrs. Peter J. Scheid.

Assistant Trainmaster McKeehan, of the Pennsylvania company, will tomorrow begin holding book of rules examinatons of employes at the R. R. Y. M. C. A. The examinations are expected to extend over a period of several weeks before all employes can take them.

Monument at Spot Where First Telegraphic Train Order Was Sent.





Under picture shows the monument to be dedicated May 2, at Harriman, N. Y., on the spot where the first telegraphic train order was sent. Charles Minot, general superintendent of the New York and Erie railroad, was the sender and his message is reproduced on the bronze tablet as follows: "To agent and operator at Goshen. Hold the train for further orders. Conductor and engineer, day express. Run to oGshen regardless of opposing train." The monument was erected by the association of old time telegraphers. The lower picture is from an old wood cut of the station from which the message was sent.

WANT HIGHER AUTO TARIFF.

Germans Alarmed at Competition of American Machines.

Berlin, April 30.—A number of the most prominent automobile constructors have suggested to the government that it should increase the German tariff on motor cars. The step they point out has become necessary owing to the growing competition of American machines which are being imported into the country in increasing numbers and this competition also has affected the exports of German machines to other countries of Europe where the American machine also is making inroads into the trade.

THIEME ADVOCATES PLAN.

Has Conference With Senator Kern at Washington.

Washington, April 30.—T. F. Thieme, president of the Wayne Knitting mills, has asked Senator Kern to support the plan proposed by the National Association of Manufacturers and the National Tariff Commission league for the establishment of a non-partisan permanent tariff commission to serve under the direction of the congress.

ZOERCHER AT COLUMBIA CITY.

Philip Zoercher, of Tell City, Ind., democratic nominee for reporter of the supreme and appellate courts, who has been in the Twelfth district since last week, visiting prominent democrats and conducting organization meetings in the different counties, will speak tonight at Columbia City, in Whitley county, and will instruct the members of the county committee regarding the registration of voters. Mr. Zoercher will preside at a meeting at Auburn, DeKalb county, Wednesday evening.

CAIRO AGAIN FACES FLOOD.

Cairo, Ill., April 30.—The Mississippi river again has passed the flood stage at this point and water is flowing over lowlands, which only last week shed the waters of the most disastrous flood within memory. The district north of the city is under four feet of water. The river gauge registered 45.5 feet and is expected to record 48 feet before the present rise commences to subside.

KILLED BY CYCLONE.

Gilbert, La., April 30.—Sidney Ross, age 10 years, was killed; Ada Ross, his 12 year old sister, was seriously injured, and George Ross, father of the children, was probably fatally hurt when their home in Boeuff Prairie was demolished by a cyclone, which passed over that place Sunday night. Another man was seriously injured. A number of houses were destroyed by the storm.

STEEL'S DIVIDEND.

New York, April 30.—The directors of the United States steel corporation declared the regularly quarterly dividend of 1¼ per cent on the common stock and 1¾ per cent on the preferred stock today.

BOAT OVERTURNS; FOUR DROWN.

Block Island, R. I., April 30.—Captain Gomez and three members of the crew drowned in West Harbor by the capsizing of a boat today.

J. Frank Mommer has received word announcing the birth of a son to Mr. and Mrs. John McCarthy, of Chicago. Mrs. McCarthy was formerly Miss Evelyn Mommer, of Fort Wayne.

The Swedish girl prays for a rainy day on which to get married. Then before she goes to the ceremony attired in her wedding clothes she milks the cow, feeds the calf and steals a breast feather from the hen. This is to bring her the necessities and luxuries of life.

MI-O-NA STOMACH TABLETS

Immediately Stop Stomach Distress, End Indigestion and Put Stomach in Tip Top Shape.

Gas and sourness, fermentation, dizziness, heartburn and misery after eating vanish like magic after taking two little MI-O-NA stomach tablets.

MI-O-NA is a wonderful prescription written by a wonderful doctor, and whether your troubles are catarrh of the stomach, dyspepsia, or acute or chronic indigestion, one 50 cent box of MI-O-NA stomach tablets will banish all misery, sharpen your appetite and make your stomach strong and vigorous.

"I cheerfully recommend your MI-O-NA tablets to people suffering with dyspepsia. They have given me great relief, and I have gained in flesh and strength while using them." Mrs. M. Williams, Taylorville, Ill.

Large box 50 cents at druggists all over America. Meyer Bros. Co. guarantees it.

ALERDING-ITTENBACH CO.
A and L LEATHER SHOP
822 CALHOUN ST.

Strength

The money spent to secure honest materials for **STACY-ADAMS** Shoes shows in actual service. Best leathers, finest trimmings, most careful cobbling. Here is strength combined with slipper-like ease and custom boot-makers' style.

M. APP

916 Calhoun Street.

HE'S TAKING NO CHANCE ON TAFT

Clayton Would Make President Ineligible for Re-election.

WANTS 6-YEAR TERM

Washington, April 30.—Representative Clayton, of Alabama, chairman of the judiciary committee introduced a house joint resolution today to provide an amendment to the constitution fixing the term of office of president of the United States at six years and making him ineligible for a second term.

Mr. Clayton said that one of the reasons he proposed this resolution was president Taft's declaration in Massachusetts yesterday that a president should not be eligible for re-election.

The house today aided the national good roads movement by passing a provision in the postoffice appropriation bill which would grant a subsidy to all highways used in the rural free delivery mail service. These roads would be divided in three classes with subsidies of $25, $20 and $15 a mile. It is estimated the cost the first year would be $16,000,000 to $18,000,000.

James E. Sullivan, of New York, secretary of the Amateur Athletic union has been designated by President Taft as commissioner of the United States to the fifth international Olympic games which are to be held at Stockholm, Sweden, this fall.

The Barnhart bill to compell all newspapers, magazines and periodicals to print the names of their managing editors, owners and all stockholders, was attached to the postoffice appropriation bill in the house today. It was amended to make this obligatory on newspapers on one day of each week. The amendment was agreed to by a vote of 72 to 32.

BULLEIN.

Boston, April 30.—Returns in the presidential primaries today from five out of 1,080 election precincts, including five small tons out of 353 cities and towns, give LaFollette, 5; Roosevelt, 136; Taft, 95; Clark, 11; Wilson, 5.

SIXTY STUDENTS COMING.

Will Spend Thursday Night Here on Trip of Inspection.

Details were completed today by the officials of the Fort Wayne and Northern Indiana Traction company for the special to be run from Lafayette Thursday bringing members of the electrical engineering class of Purdue university to Fort Wayne. Sixty students in the class will make the trip, and will reach Fort Wayne Thursday afternoon.

The class will remain here until Friday afternoon. Thursday night a visit of inspection will be paid to the Spy Run power house. Friday morning the students will visit the lamp works and then in special city cars will be conveyed to the Electric works. They will be the guests of the Electric works at a noon lunch and will leave at 2 o'clock over the Bluffton division of the interurban for Anderson, where they will inspect the power plant there.

TAFT GETS NEW HAMPSHIRE.

Effort to Bar Roosevelt in Any Event Killed After Debate.

Concord, N. H., April 30.—The republican state convention today elected delegates to the Chicago convention favoring the renomination of President Taft and instructed them to vote for him until released. A clause in the platform presented to the convention instructing the delegates not to vote for Col. Roosevelt under any circumstances was stricken out after a heated debate.

Howard council, No. 246, Royal Arcanum, will hold a smoker and pedro party next Friday evening at the lodge rooms, at which time arrangements will be perfected for the celebration of Royal Arcanum day, which occurs some time next month. A large attendance of the members is requested for Friday night.

Even a Child Can Make Good Things

Light, fine flavored, nourishing and perfectly digestible if she uses Rumford. Experienced cooks everywhere say that there is no other Baking Powder in the world to equal

Rumford
THE WHOLESOME
BAKING POWDER
The Best of the High-Grade Baking Powders—No Alum

MONEY SAVING

Can be applied in borrowing as well as SAVING. When you need a few dollars get it where you can SAVE in COST as well as time. See us on your next loan; we GUARANTEE TO SAVE YOU MONEY.

$10.00 TO $300.00

on furniture, pianos, automobiles, stock certificates, life insurance policies, growing crops, live stock, farming implements or anything of value in the city or country.

LONG OR SHORT TIME.

Fort Wayne Credit Company

Private Loans to Railroad Men.
1221 CALHOUN ST. Opposite Rich Hotel. Phone 535.
OPEN EVENINGS.

$10 $25 $50 $75

LOANS
To People Owning FURNITURE, PIANOS or SALARIED EMPLOYES.

At rates honest people can pay and without the usual red tape and delays practiced by regular loan companies. Strictly private.

Our methods are clean, up-to-date, and we give you a "square deal."

Our easy payment plan is especially designed with the object of making it possible to repay the loan weekly or monthly without missing it.

Your credit once established here is as good as a bank account in time of need.

Guarantee Loan Co.

ROOM 403 BASS BLOCK.
811 Calhoun Street. Phone 3248.
Between Berry and Wayne.
Take Elevator to Fourth Floor.
Office Hours—8 a. m. to 6 p. m.
Saturdays, Till 8:30 p. m.

KELLER'S FORT WAYNE TRUNK AND LEATHER CO.

116 East Berry St. Phone 2960.
See Our Line of Stationery.

THOROUGHLY CLEAN AND PERFECTLY SANITARY.

That is the way your washing comes back to you when done by The Troy Laundry Soft Water Method. Phone 160.

IT'S MONEY YOU SAVE $3 TO $10

On every loan, when you borrow from us.

OUR RATES ARE YOUR RATES

Made for you. Just suit you, because they are the LOWEST.

WE LOAN

Money in any amount from $5 to $100 on furniture, pianos, etc., and also to SALARIED EMPLOYES on their own NOTE. PRIVATE and CONFIDENTIAL. Don't forget, WE GUARANTEE TO SAVE YOU FROM $3 to $10.

Mechanics Loan Co.

1104 CALHOUN STREET
Over Dehm Millinery Shop.
Home Phone, 817.

When Your Feet Ache

From Corns, Bunions, Sore or Callous Spots, Blisters, New or tight shoes, Allen's Foot-Ease, the antiseptic powder to be shaken into the shoes, will give instant relief. It is the greatest comfort discovery of the age. Sold everywhere, 25c. Don't accept any substitute. For FREE sample address, Allen S. Olmsted, Le Roy, N. Y.

COAL AND WOOD.

—Best Grades of Coal—
COKE, CHARCOAL, WOOD AND KINDLING AT
Fort Wayne Coal Co.
Phones 1082 and 1905.
WEIGHTS GUARANTEED.

For best quality Anthracite and Domestic Coal at Lowest Prices. Call
OLDS COAL CO.
Home Phone 6034. Bell, 281.

City Coal and Supply Co.
H. C. HEINE, Manager.
Anthracite Coal, all sizes.
Yards, Nickel Plate and Lafayette.
Phone 3022.

Wm. Kaough Coal Co.
COAL, COKE, WOOD, ETC.
Yards at Lake Shore Tracks, West of Wells St.
—Phone 502—

THE DUNN COAL CO.
High Grade Coal, Coke and Charcoal.
Main Office and Yards, 302 Harrison Street. Phone 1461.
South Side Yards, 1308 Hayden St. Phone 992.

HARD AND SOFT COAL
Orders Filled Promptly. All Grades
Both Phones 135
GEO. H. KRUDOP

PHYSICIANS

Dr. W. T. Ferguson,
SPECIALTY—Diseases of Women and Diseases of the Kidneys.
222 West Wayne Street

DR. MARY WHERY
PHYSICIAN AND SURGEON.
Office and Residence—404 Berry St. East.
SPECIALTY—Diseases of Women.
Telephone 470. Hours—9 a. m. to 3:30 p. m., and 7 to 9 p. m.

Removal Notice!
Dr. J. Milton Rosenthal has removed his dental office from Flick Bldg., to Peoples Trust Bldg. Rooms 506-7-8.
Telephone 1387.

DR. JNO. J. OGLE
Office 112 West Wayne St. Hours—9 to 12, 1 to 4, 7 to 8. Sundays by appointment.
Chronic Diseases a Specialty.
Stomach, Liver, Bowels and Rectum given special attention.
Office Phone 3351. Res. Phone 6798.

DR. DANCER
Has Removed His Office
—To—
209 WEST BERRY ST.
Above Flick's Florist Shop.
Telephone 508.

BLUE SERGE SUITS,
$15.00 TO $35.00
—AT—
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Abstracts prepared on all property in Allen County.

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4th FLOOR SHOAFF BUILDING. TAKE ELEVATOR.
Graduate of Kirksville, Mo.
Diseases and Deformities Treated.
EXAMINATION FREE.
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WM. PAPE & SONS,
Fine Wall Paper, Room Moulding, Paints, Oils, Brushes, Window Shades. Estimates will be cheerfully given.
227 E. WAYNE ST.
Phone 455.

A. HATTERSLEY & SONS.
PLUMBERS, STEAM AND GAS FITTERS
ELECTRIC WIRING OF ALL KINDS
208-212 E. MAIN ST. Fort Wayne

SENTINEL WANT ADS ALWAYS GET RESULTS

MAN OF STRAW NO LONGER, SAYS TAFT

President Puts a Spirited Finish on Massachusetts Fight.

TEDDY'S FINAL WORD

Boston, April 30.—President Taft ended a twelve hours' campaign throughout Massachusetts in Boston last night. Fro mthe time he began his speech-making at Attleboro with a talk on the tariff bill until he made his last address at Melrose and asked for "a square deal," the president spurred his husky voice into strenuous action.

It was one of the hardest campaign days Mr. Taft has spent since he entered the white house, but members of his party were confident that his second invasion of the Bay state will bring votes for him to the polls today.

Mr. Taft's last long address was made at Lowell to an audience tht packed the opera house. So eager was the crowd to gain admittance that several members of the president's own party could not get in until long atfer he started to speak.

Not in His Vocabulary.

When he came to talk about the bosses and Mr. Roosevelt's charges, some one in the gallery shouted: "He's a liar."

"No, that isn't in my vocabulary," said the president. Later when he was referring to the Lorimer case, the same man evidently repeated his cry after a mention of Col. Roosevelt's name.

"He's a liar," he shouted.

"My experience on the bench has taught me the vaue of words," said Mr. Taft. "One of the most unsafe things to do is to go further than to show the facts. I appreciate the support of my distinguished and enthusiastic friend, but I must decline to adopt his vocabulary." After declaring that he was sorry it was necessary for him to have to mingle in a political struggle, he suggested an amendment of the constitution so that a president should serve six or eight years and be ineligible for re-election.

Man of Straw No Longer.

"I think that would prevent this," he said. "No man has the right to misrepresent another to get himself in office no matter how humble that man is," he shouted at one point in his Lowell address. "Condemn me if you will," he said, in conclusion, "but condemn me by other witnesses than Theodore Roosevelt."

"I was a man of straw, but I have been a man of straw ong enough; every man who has blood in his body and who has been misrepresented as I have been, is forced to fight. I appeal to my friends in Massachusetts who I think believe in a square deal."

LONG DISTANCE DEBATE.

Roosevelt Lines President Up With Special Interests.

Pittsfield, Mass., April 30.—"If you vote for Mr. Taft, you vote for these men," said Colonel Roosevelt here last night, after referring to Senator Lorimer, Penrose, Gallinger and Guggenheim. He declared that the president had practically nothing in his campaign back of him outside of two or three states, except the support he received from those men, "and their like and from the great sinister special interests which stand behind these bosses."

Colonel Roosevelt devoted a large part of his speech to a reply to the things President Taft had been saying during the day at the other end of the state. At intervals on his journey across the state the colonel received telegraphic reports of the president's speeches and in the latter part of the day he entered upon a long distance debate by replying to President Taft's statements.

"The talk that I am stirring up class hatred is arrant nonsense," he declared. In this same connection he said:

"If Mr. Taft's policy of flabby indecision and of hopeless acquiesence in the wrongdoing of the crooked boss and the crooked financier is permitted to continue, there will really grow up class hatred in this country. There will grow up a very uncomfortable and very ugly feeling of discontent with political, social and industrial conditions."

Colonel Roosevelt made it clear that he did not believe the result of his campaign hinged upon the outcome of today's primaries.

"Mind you," he said, "I believe he can win this fight without Massachusetts. But I do not want Massachusetts to lag behind. I want it to be in the lead in the fight."

With his address in Pittsfield Colonel Roosevelt wound up his campaign in Massachusetts. He made twenty speeches.

AT 73 WRITES BOOK.

Pioneer Tells of Early Adventures in the West.

Kansas City, April 30.—David B. Weaver, the only survivor of the three discoverers of the rich placer mines in Emigrant gulch, in the Yellowstone valley in Montana, at the age of 73 years is gathering material for a complete history of the Yellowstone valley. His home is in Saxton, Pa.

In company with David R. Shorthill and Frank Garrett, Mr. Weaver left Iowa City, Ia., on April 25, 1864, to cross the plains. In August they reached what came to be known as Shorthill district, about twenty miles north of Yellowstone National park. The next day they climbed more than a mile up the side of the rugged valley and discovered what afterward developed into one of the richest gold mines of the Rockies.

While on the journey west the party had been joined by Frank Wier, then United States district attorney for the Territory of Kansas. Wier was appointed by President Franklin Pierce, but when Lincoln became president he was compelled to leave the country because of his political views.

When the settlers were driven out by Indians two years later Mr. Weaver lost sight of Mr. Wier. He intends to go to Topeka in an endeavor to procure a picture of Wier for use in his book.

Last fall Mr. Weaver, after forty-five years of absence, returned to the scene of his early adventures. Of his old acquaintances he found but one. In 1914 Bozeman, Mont., will celebrate the semi-centennial of its founding and Mr. Weaver expects to attend. He probably will be the only man there who was present when the town was laid out.

C. A. Doerffler has resigned his position in the Pennsylvania car shops, and will engage in the outside carpenter work.

HOUSES IN STATE WILL BE SUBJECT

Mrs. Albion Fellows Bacon Lectures Tonight at High School.

IS FAMOUS WOMAN

Unusual interest is being manifested in the address to be given this evening at the high school auditorium by Mrs. Albion Fellows Bacon, of Evansville, the mother of housing reform in Indiana, who speaks under the auspices of the Associated Charities, whose annual meeting is held tonight. Her subject will be "Houses of Indiana." Many stereopticon views will be thrown upon the screen, adding interest to the lecture.

Mrs. Bacon was born in Indiana and is the daughter of Rev. Albion Fellows, a well known Methodist minister. She is heralded throughout the state as one of the most public-spirited women in Indiana. She has devoted much of her time to work among the poor and sick and it was while engaged in this work that she became convinced that much sickness and immorality were the result of poor housing conditions and she then became an earnest advocate of housing reform. With a knowledge of facts, she has twice been before the legislature with a housing law framed to meet the needs of the larger cities. The first bill was passed but was so amended that it was applicable to only Indianapolis and Evansville. The second bill passed the house, but failed in the senate. Not discouraged, Mrs. Bacon will renew her efforts till success is attained.

No admission will be charged at the meeting tonight and the public is not only invited, but is urged to attend. The Woman's league and other associations are co-operating in making the lecture a success.

ESSON IS FOUND GUILTY.

Port Huron, Mich., April 30.—George Essen, of Petrolea, Ont., last night was found guilty of manslaughter in connection with the death of Thomas Major, whose body was found under the steps of the First Baptist church in this city last February. The jury was out less than four hours. Sentence was deferred.

FOUND DEAD IN BED.

New Albany, Ind., April 30.—Samuel McNew, who came here from Marion, where he was an inmate of the National Soldiers' home, was found dead in bed here yesterday. The coroner decided that death was due to opium poisoning. A bottle of morphine tablets was found in the dead man's clothing and the coroner believes that death probably resulted from an overdose.

BLIND MAN FINDS SONS.

Indianapolis, Ind., April 30.—James L. Boyles, a blind newspaper venterd, today learned of the whereabouts of his two sons after an estrangement of 26 years. One of them, Jesse J. Boyles, it was learned, lives on a farm near Hazleton, Ind., and that John R. Boyles resides in Arkansas.

TO NOMINATE REGENT.

A caucus meeting of the Anthony Wayne, chapter and all American Woman's league members in Fort Wayne will be held at the assembly room of the court house on the evening of May 25 for the purpose of nominating a state regent. A large attendance is expected.

THE MODERN HEAD DRESS

Causes Baldness—We Cannot Change the Head Dress, But We Can Prevent Baldness.

Up to the time we began to civilize him a bald headed Indian was a thing unknown. Wearing nothing on his head except the covering furnished by nature and being a stranger to the use of a hair brush, especially the public one, the scalp and hair had plenty of ventilation, much sunlight and, hence, a condition favorable to a luxuriant growth of hair existed at all times.

It was the adoption of air and light excluding head gears and artificial head decorations generally, together with the occasional use of a community hair brush, which gave the dandruff germ its opportunity. Since this parasite has multiplied to an alarming degree until now there is hardly a person who is not troubled more or less with dandruff and falling hair.

Many, to be sure, have passed the worrying stage. Having become chronically bald they realize that nothing is capable of producing natural hair for them. Let these be a warning to all who are experiencing the significant annoyance of dandruff and falling hair.

Dandruff, which is due to a germ, and falling hair can both be overcome by the regular use of Newbro's Herpicide.

This wonderful scalp remedy kills the vicious germ which causes dandruff, cleanses the scalp and stops the hair from coming out. The destruction of the germ permits the hair to grow naturally and luxuriantly as nature intends.

Herpicide makes the hair bright, snappy, light and fluffy.

One dollar size bottles guaranteed.

For sale at all drug stores.

Applications obtained at the better barber shops and hair dressing parlors.

Send 10c in stamps or silver for sample and booklet to The Herpicide Co., Dept. R., Detroit, Mich. Bradley Bros., 627 Calhoun, Special Agent.

MUDDY and PIMPLY COMPLEXIONS

Quickly Respond to a New Applications of Hokara, Which Leaves the Skin in a Soft, White and Velvety Condition.

Hokara contains no grease or acids, is antiseptic and cleansing, therefore it is a truly scientific massage cream and skin food.

Thousands of ladies are only too glad to utilize something that would assist nature in restoring their face and hands to the flush of youth, and to these Hokara will prove a godsend, as it is guaranteed to clear the complexion of all blemishes such as pimples, blackheads, freckles, wrinkles, etc.

Sold by the Fort Wayne Drug Co. under a guarantee of satisfaction or your money back. A liberal jar for 25c; larger size, 50c and $1.

You Will Find Just Now

That this store is full of opportunities for money saving. There are strong bargains in seasonable merchandise in every department.

EMPHATIC, CROWD-ATTRACTING VALUES IN GOODS OF QUALITY

Special Offering in Silks

Foulard Silks in shades of navy, brown and tans with small figure effects; 75c value

67c a Yard.

Striped Messaline Silks in choice colorings; 65c value

58c a Yard.

Bordered Messaline Silks, 45 inches wide, in stripes with attractive borders; $1.50 value

$1.25 a Yard.

The Dress Goods Section

Offers a wide selection of stylish fabrics at taking prices. We quote high-class novelties at very low prices.

54-in. Mannish Suitings, diagonals, stripes and whipcords in the popular shades of tans and greys; $2.00 and $2.50 values

$1.75 a Yard

Novelty Suitings, 50 inches wide, cream serge with a graduated border effect; extremely stylish; regular values, $2.50.

Now $1.50 a Yard.

Specials in Linens

Hemstitched linen huck towels, size 18x38 inches, with red Shamrock borders; 25c value.

19c Each

Bleached table linen, 69 inches wide, 10 handsome designs to choose from, 85c value

75c a Yard.

Hemstitched damask linen towels in 5 different designs; 50c value

44c Each.

Scalloped fine all linen huck towels, size 21x48 inches, extra quality; 60c value

50c Each.

A Chance in Hosiery

"Wayne Knit" fast black seamless gauze cotton hosiery, 15c value, **12½c a pair.**

"Wayne Knit" fast black seamless gauze lisle hosiery, 25c value, **19c a pair.**

Pure thread silk hosiery in black only, high silk boot with silk lisle top, double soles and high spliced heel; 50c value, **35c a pair.**

MILLINERY

If it is a question of style, a glance through our Millinery room will show you why we make the claim of handling distinctive Millinery. Every Hat we sell must be a continuous advertisement for us. Our aim is not only to sell you a Hat, but to please you so well that you will come to us when you want another.

Special values at $5.00, $7.50, $8.50 and $10.00

A China Room Special

A fine star-cut 2-quart Water Jug and six blown glass star-cut Tumblers all for 95c.

Men's Shirts

Another lot of those wonderful Shirts at 50c. They are made of good Percales in Coat-style with attached Cuffs, pleated and soft fronts. Many patterns to pick from at 50c each.

The Rurode Dry Goods Co.

TRANSFERS OF REAL ESTATE

Compiled by Heller & Thompson, Abstractors, 725 Court Street.

John J. and Bertha Van Buskirk to Straus Bros. Co., lot 9, Forest Park addition, for $4,000.

John A. Bushman to Leonard and Phoebe Tomkinson, lot 12, Bushman's addition, for $340.

Elizabeth and Charles J. Weimar to Carl J. Weber, north 77 feet lot 209, Lasselle's addition, for $1,400.

Ira H. Shorey to Jesse W. and A. L. Bowers, lot 177, Lakeside Park addition, for $1,850.

Henry Waltemath to Sophia Waltemath, west ½ lot 12, Chipman's addition.

John P. Hedges to Leo J. and Charlotte K. Obergfell, lot 2, Pfeiffer Place, for $800.

Fort Wayne Land and Improvement company to David N. Foster, lots 503, 504, 596, 622 and 643, Lakeside Park addition, plat B, for $2,000.

Louis Fox to Ernest T. Hatch, lot 50, Louis Fox addition, for $300.

Olvin B. Bischoff to Edward Kohlman, south 2 feet of north 24 feet lot 23, Bowserville, for $150.

Fort Wayne Land and Improvement company plats into lots, streets and alleys, lots 138, 139, 152 and 153 and part lot 125, Lakeside Park, into lots 1, 2, 3, 4, 5, Fulton's subdivision, Lakeside.

August C. Becker, executor Henre E., to Henry and Emma Meyer, lot 19, Brandriff and Ayres' addition.

Andrew T. and L. M. Anderson to Henry and Emma Meyer, lot 7, Wither's subdivision.

Clara F. and Frank J. Meyer to Joseph Lanternier, lot 19, Lanternier's addition, for $1.00.

M. W. Dostor to James A. and Eliza Wise, lots 7 and 8, Doctor's addition, for $500.

Indiana Loan and Trust company to Mary E. Taylor, lot 8, Rockhill Heirs' addition, for $56.93.

George W. Pixley to George C. Shideler, lot 3, Pixley's subdivision, for $800.

Ella A. Crow to Guy R. Bell, lot 25, Electric addition, for $1,800.

Louis F. Curdes to Rickey Gutermuth, north 34 feet lot 22, Beck's subdivision, for $600.

Francis E. Blody to Anna Bohen, lot 19, DeWald's addition, for $1,575.

COUNTRY.

Fort Wayne Trust company to Lewis A. Grodrian, lot 391, Avondale, Wayne township, for $175.

John C. Helmkamp to Pearl L. and Lottie M. Coakley, lots 1 and 2, Interurban Acre addition, Wayne township, for $1,000.

Fort Wayne Trust company to Emerson L. Brenizen, lot 287, Avondale, Wayne township, for $175.

Charles R. Boerger to Orion O. Ross, lot 21, Boerger's addition, Springfield township, for $150.

Henry Waltemath to Sophia Waltemath, lot 2, Randall's subdivision, southwest ¼, section 31, and west ½ lot 1, Randall's subdivision, southwest ¼, section 31, St. Joseph township.

More than one hundred home and school associations exist in Los Angeles, and many more in the state.

You spend wisely when your Dime buys "POTATO-LOAF" Bread. 4-29-tf

Among the Mezeyn Arabs the bride runs away and hides in the mountains. The bridegroom hunts until he finds her or dies in the attempt. If he is lucky he will lead her to her father's tent and proclaim they are married.

If you buy quality Furniture it lasts a life-time; it costs no more. The Pape Furniture Co. 4-11-t-t-s-10t

"HOME" 'TIS A MAGIC WORD

If You are Interested in Yours You Should Read This Advertisement

A man's home is his castle and it is the right of every man to protect his property. You, and all of us, would resent with force an attempt to destroy it. But how many of us protect ourselves against the invasion of cheap, untrustworthy Furniture. And yet the purchase of a Chair, a Table, a Chiffonier or a Bed that appears to you handsome and strong and durable when purchased, and in a few years is ready for the ash can, is identical with the invader who would enter your home and destroy your property. Don't buy cheap furniture, even if you have to buy one piece at a time. It's economy to buy good furniture that guarantees satisfaction in the end.

WHY SHOULD I BUY PAPE FURNITURE?

Leaving out all questions of personal friendliness that you may have for us, there are real reasons why you should buy your Furniture at our store. The reasons are in the goods we sell. Every piece of Furniture we sell is worth every cent you pay us for it. It is worth it in style, finish, durability and that elusive something called "exclusiveness." And it is worth, by comparison, just a little bit more than you pay for it because back of it is the Pape guarantee that will be right, not for a year or two, but for a little longer than the most exacting expect.

PAPE FURNITURE CO. *"The Quality Store"*

THE BASE BALL FANS HOME

F. M. SMITH & CO.

612 CALHOUN STREET

GET A SCHEDULE
IT'S FREE

SPORTING GOODS

For all who appreciate quality at a price reasonable and within reach of all---good service is another thing that you appreciate---we aim to treat people right---that's why we get so many new customers. PRICES RIGHT—GOODS RIGHT.

TENNIS GOODS RACKETS--$1.50 to $10.00
1912 BALLS

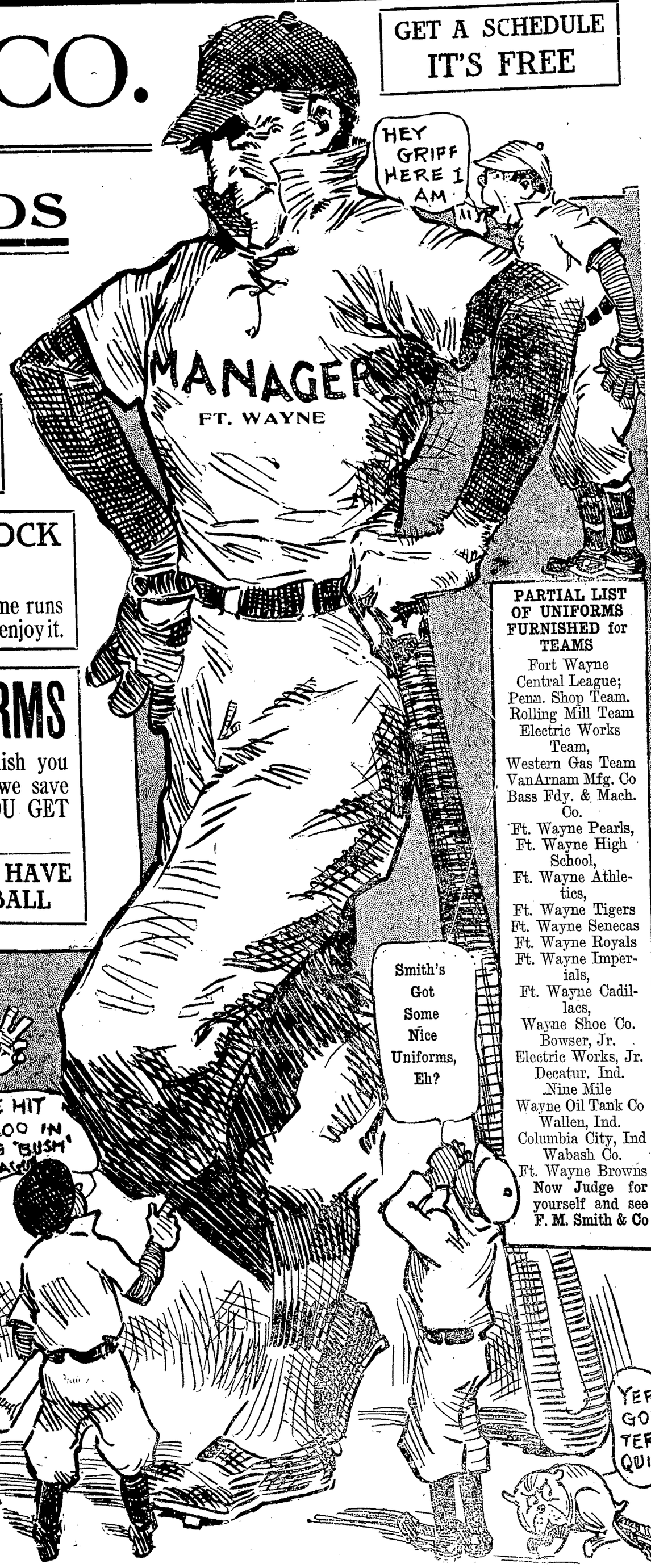
FISHING TACKLE THE BEST STOCK IN TOWN
Base Ball and Fishing; the two "hitch" pretty well---tell about the home runs and foxy plays you made when sitting on the river banks fishing---you'll enjoy it.

"D. & M."

GLOVES, MITTS, BALLS, BATS, BASES

CARR'S UNIFORMS
To order at prices that will astonish you ---notice the list we furnished--we save you money---not only that, YOU GET JUST WHAT YOU WANT.

REMEMBER BOYS---WE HAVE THE STUFF IN BASE BALL


HEY GRIFF HERE I AM
MANAGER
FT. WAYNE
I'll Loan You My "D. & M." Glove
IF I HAD BAKER'S BAT I COULD "TIE" COBB
I HIT 400 IN THE "BUSH" LEAGUE
I'LL LET YOU SIGN ME FOR 3 YEARS
Smith's Got Some Nice Uniforms, Eh?
YER GOT TER QUIT
©1912 MURRAY'S

PARTIAL LIST OF UNIFORMS FURNISHED for TEAMS

Fort Wayne Central League;
Penn. Shop Team.
Rolling Mill Team
Electric Works Team,
Western Gas Team
VanArnam Mfg. Co
Bass Fdy. & Mach. Co.
Ft. Wayne Pearls,
Ft. Wayne High School,
Ft. Wayne Athletics,
Ft. Wayne Tigers
Ft. Wayne Senecas
Ft. Wayne Royals
Ft. Wayne Imperials,
Ft. Wayne Cadillacs,
Wayne Shoe Co.
Bowser, Jr.
Electric Works, Jr.
Decatur. Ind.
Nine Mile
Wayne Oil Tank Co
Wallen, Ind.
Columbia City, Ind
Wabash Co.
Ft. Wayne Browns

Now Judge for yourself and see F. M. Smith & Co

COMMISSIONERS' ALLOWANCES FOR QUARTER ENDING MARCH 31, 1912.

Following is a list of allowances made by the Board of Commissioners of Allen County for the months of January, February and March, 1912:

E. D. Ellis Oil Co., mdse. power house	$ 30.00
Indiana Refining Co., mdse. power house	24.74
State Mfg. Co., mdse. poor farm.	28.64
Riddeford Bros. mdse. poor farm.	18.28
W. H. Dunn, coal poor farm	22.05
G. H. Krudop, coal power house,	1,858.84
G. H. Krudop, coal poor farm	265.61
Hawkeye Compound Co., mdse. power house	26.08
Wadhams Oil Co., mdse. Ct. house	24.38
Wolf & Dessauer, mdse. jail	17.10
D. & N. Pharmacy, mdse. jail	13.25
A. Hattersley & Son, mdse. Ct. house	8.60
Klinger Trucking Co., loading voting machines and prepaying freight	137.56
Johnson Service Co., mdse. Ct. house	36
Allen County Orphans' Home, care of children	688.80
Ft. Wayne Printing Co., mdse. treasurer	505.95
The Adler Machine Co., machine clerk's office (less discount)	339.50
Josephine Reichelderfer, matron at jail	50.00
Attica Bridge Co., rail for New Haven bridge	90.00
A. J. Kesler, expenses in inquests, coroner	358.50
A. M. Reichelderfer, boarding prisoners at jail	678.80
The Home Tel. & Tel. Co., rent and toll co. officers and institutions	96.95
Henry F. Bullerman, road viewer Jordan road, Wayne Tp.	4.40
Thomas Wilkinson, road viewer, Jordan road, Wayne Tp.	4.40
Wm. Kinnerk, road viewer, Jordan road, Wayne Tp.	4.80
Ward Hall, returning fugitive	7.50
Ft. Wayne Printing Co., mdse. clerk	16.90
Ft. Wayne Printing Co., mdse., Co. assesor	1.45
Ft. Wayne Printing Co., mdse., recorder	58.71
Ft. Wayne Printing Co., mdse., sheriff	17.18
Ft. Wayne Printing Co., mdse., treasurer	47.36
Ft. Wayne Printing Co., mdse., Co. Supt.	14.66
Ft. Wayne Printing Co., mdse., auditor	173.86
Indianapolis Star, pub. notices Maumee stone road	4.62
F. Gruber Boiler Works, repairs power house	57.21
John F. Schwegeman, payment on Comfort Station	550.28
Worrell Mfg. Co., mdse. jail	120.60
W. H. Dunn Coal Co., coal power house	671.77
Fredk. Myers, livery hire health officer	12.50
F. Hill, mdse. poor farm	1.45
Troy Toilet Service Co., service Ct. house and comfort station	5.00
Peter A. Moran Ice Co., ice Ct. house	11.25
Brown Trucking Co., drayage Ct. house	3.81
Soudan Specialty Mfg. Co., mdse. jail	45.90
The Epstein Co., mdse., sheriff	9.60
Wm. Hahn & Co., mdse. poor farm	70.73
Wolf & Dessauer, mdse. Ct. house	12.60
Wolf & Dessauer, mdse. poor farm	26.60
Miner Studio, expense jail	8.70
Brandt Cashier Co., mdse. treasurer	40.00
Central Grocery, mdse. jail	18.70
Central Grocery, mdse. poor farm	27.01
Protective Elec. Supply Co., repairs Ct. house	1.66
Wm. Kaough Coal Co., coal poor farm	33.26
Riddiford Bros., mdse. Ct. house.	17.55
Keil & Keil, mdse. treasurer	6.00
Hawkeye Compound Co., mdse. power house	26.00
Central Union Tel. Co., expense sheriff	2.50
B. F. Cummins Co., mdse. treas.	30.50
Moellering Bros. & Millard, mdse. Ct. house	21.20
Paul E. Wolf, repairs treas. office	7.50
H. Pfeiffer Co., mdse. jail	1.30
Elliott Fisher Co., repairs treasurer	.60
Elliott Fisher Co., repairs clerk	14.57
Wm. Busching Supply Co., mdse. Ct. house	.49
Pickard House Furn. Co., mdse. Ct. house	3.83
Jas. Nussbaum, mdse. Bd. health.	3.85
F. M. Smith & Co., mdse. power house	5.55
F. M. Smith & Co., mdse. Ct. house	3.13
G. H. Krodup, coal poor farm	425.14
Ft. Wayne Dist. Tel. Co., night watch service Ct. house	13.50
Wadhams Oil Co., mdse. Ct. house	23.00
D. & N. Pharmacy, mdse. jail	4.00
Robt. Spice, repairs poor farm	6.17
Smith Premier Typewriter Co., repairs treas.	21.42
M. J. Tancey, swearing Rd. viewers	25
Ind. State Tuberculosis Hospital maintenance of county patient.	186.43
Wm. Schoenfeld, drayage Ct. House	4.70
Wm. Eggeman, expense Co. assessor, attending meeting	10.50
Wm. Eggeman, postage Co. assessor	2.11
J. H. Eckles, bailiff Bd. commissioners	54.00
J. H. Goeglein, col. insolvent taxes	215.47
J. Herman Bueter, expense treasurer	33.12
Calvin H. Brown, expense auditor	5.50
W. L. Bieber, wood for jail	72.00
J. F. Gumpper, mdse. and labor, Ct. House	11.75
Indiana Refining Co., mdse. poor farm	9.11
Amos Frederick, grade Sec. 3, Perry Tp.	115.00
A. A. Butler & Son, culverts	17.50
Jos. A. Haley, insurance Trubenbach loan	5.50
Schrader & Wilson, insurance Ct. house	120.00
James E. Graham, insurance poor farm	58.50
K. J. Bauer & Son, insurance Ct. house	9.45
F. H. Pocock, insurance Ct. house house	29.75
G. W. Boerger, insurance Ct. house	57.00
Geo. W. McKee, insurance Ct. house	29.75
Relot & Laurent, insurance court house	29.75
Julian F. Franke, insurance Ct. house	59.50
M. V. Walsh, insurance Ct. house	59.50
E. C. Ungemach, insurance Ct. house	29.75
Peoples Trust & Sav. Co., insurance court house	42.37
Schrader & Wilson, insurance Ct. house	54.75
J. K. McCracken, insurance Ct. house	29.75

(Continued on Page 13, Column 1.)

COMMISSIONER ALLOWANCES

(Continued from Page 12.)

Citizens' Trust Co., insurance Ct. house	44.62
Neireiter & Gumpper, insurance court house	29.75
H. P. Scherer, insurance Ct. house	25.80
Harding & Lahmeyer, insurance court house	425.00
S. C. Lumbard & Co., insurance court house	57.00
D. C. Stout, ins. court house	59.50
Herman Michael, insurance Ct. house	29.75
M. W. Fitch & Sons, insurance Ct. house	29.75
Wm. P. Weseman, insurance Ct. house	29.75
J. E. Beahler, insurance Ct. house	29.75
Jos. A. Haley, insurance Ct. house	29.75
Geo. L. Ashley & Sons, insurance Ct. house	29.75
J. G. Wolfrum, insurance Ct. house	29.75
Tri State Loan and Trust Ct., insurance Ct. house	44.63
K. Vorndran, insurance Ct. house	29.75
Walsh & Cook, insurance Ct. house	29.75
Carl J. Weber, insurance Ct. house	29.75
Con M. Shuler, insurance Ct. house	29.75
D. C. Fisher, insurance Ct. house	29.75
Lennert & Ortlieb, insurance Ct. house	58.25
A. J. Markey, insurance Ct. house	29.75
W. M. Leedy, insurance Ct. house	57.00
Jas. E. Graham, insurance Ct. house	29.75
Pauley's Ins. Bureau, insurance court house	44.62
Geo. Motz, insurance Ct. house.	29.75
C. B. Fitch, insurance Ct. house.	148.75
Romy & Brewer, insurance Ct. house	44.63
W. M. Clutter, insurance Ct. house	29.75
Anselm Fuelber, insurance Ct. house	27.25
H. C. Pequignot, insurance Ct. house	44.62
Federspiel & Shorey, insurance court house	56.99
Jacob Hartman, insurance Ct. house	29.75
Dr. E. M. VanBuskirk, surgical instruments jail	15.00
Dr. Alfred L. Kane, medical services, jail	105.50
Ralph W. Guenther, turning ditches to trustee	407.00
Ralph W. Guenther, postage stamps surveyor	5.00
Harry H. Hilgeman, stationery Pros. Atty.	21.64
Geo. Stenger, J. P., filing report.	1.70
Katherine Felger, Asst. Co. Supt.	18.00
H. G. Felger, expense Co. Supt..	26.75
A. M. Reichelderfer, notifying road viewers	2.80
A. M. Reichelderfer, postage, sheriff	3.00
A. M. Reichelderfer, Tel. sheriff	5.85
A. M. Reichelderfer, Bd. Children's Guardians	7.10
A. M. Reichelderfer, jury venire Sup. Ct.	35.10
A. M. Reichelderfer, boarding prisoners at jail	643.47
Josephine Reichelderfer, matron at jail	50.00
Fred W. Stolte, guarding prisoners at jail	54.00
R. C. Reinewald, truant officer..	54.00
Wesley I. Work, sal. and postage truant officer	60.00
Geo. Eisenhut, boarding prisoners City jail	13.60
Allen Co. Orphans' Home, care of children	692.35
Ft. Wayne News, pub. notice, refrigerator, poor farm	5.78
Ft. Wayne Journal Gazette, pub. notice meeting Co. council	1.87
Ft. Wayne Sentinel, publishing commissioners' allowances	19.05
Huntington Co. Ca., change of venue	5.55
Dr. H. L. Charles, medical services, jail	5.00
Janitors of the court house—service	604.75
Edward H. Kruse, coroner's expenses in inquests	184.45
Ft. Wayne Printing Co., suplies Co. Supt.	10.50
Ft. Wayne Printing Co., supplies Co. Auditor	401.31
Ft. Wayne Printing Co., supplies Co. recorder	1.50
Ft. Wayne Printing Co., supplies Co. surveyor	334.46
Ft. Wayne Printing Co., supplies Co. sheriff	37.50
Ft. Wayne Printing Co., supplies Co. clerk	109.66
Ft. Wayne Printing Co., supplies Co. treasurer	129.49
Ft. Wayne Printing Co., supplies Wayne Tp. assessor	40.09
Ft. Wayne Weekly Journal-Gazette, pub. Del. Tax list	61.40
Ft. Wayne Journal-Gazette, notice to contractors	4.37
Ft. Wayne Journal-Gazette, notice law library equipment	4.37
Ft. Wayne Journal-Gazette, notice sale of mortgaged premises	6.03
Ft. Wayne News, notice special meeting Co. council	1.67
Indiana Printing Co., supplies Co. assessor	8.75
Indiana Printing Co., supplies Co. surveyor	38.50
Indiana Printing Co., supplies Co. Supt.	27.00
Indiana Printing Co., supplies Co. auditor	59.00
Indiana Printing Co., supplies county clerk	133.00
The Abstract Office Kuhne & Co., insurance Ct. House	29.75
News Pub. Co., pub. advertising.	204.72
Ft. Wayne Sentinel, pub. advertising	147.20
Calvin H. Brown, expense auditor	5.05
Ralph W. Guenther, serving notices Willow Creek ditch	4.00
Ralph W. Gunther, turning ditches to trustee	354.00
H. F. Bullerman, road viewer, Wayne Tp.	2.00
Thomas Wilkinson, road viewer, Wayne Tp.	2.00
Wm. Kennerk, road viewer, Wayne Tp.	2.00
Robert E. Kelley, postage, recorder	5.00
Katherine Felger, Asst. Co. Supt.	21.00
H. G. Felger, expense Co. Supt.	24.68
W. I. Work, salary truant officer	50.00
W. I. Work, expense truant officer	6.00
R. C. Rinewald, salary truant officer	50.00
Home Tel. & Tel. Co., toll service Co. officers	1.40
White Fruit House, mdse., jail...	9.75
White Fruit House, mdse., Co. asylum	184.37
Geo. A. Clapesattle, mdse. poor farm	127.15
John B. Wyss, money adv. hauling snow, Ct. house	76.50
Troy Toilet Service Co., service Ct. house and comfort station.	5.00
Frank Bogush, hauling snow, Ct. house	2.50
O. B. Wiley, shoveling snow, Ct. house	2.25
Cleary & Bailey, mdse., board of health	2.75
Cleary & Bailey, mdse., auditor..	34.25
Cleary & Bailey, mdse., treasurer	37.00
John H. Eckles, bailiff Co. Ct....	46.00
Wm. Schoenfeld, drayage, Ct. house	3.15
Chas. W. Sander, mdse., recorder.	12.00
Singmaster Printing Co., mdse., coroner	27.50
W. H. Dunn, coal, power house..	402.00
Protective Elec. Supply Co., repairs Ct. house	6.11
Ft. Wayne Elec. Works, mdse., court house	112.26
F. Gruber Boiler Wks., repairs power house	2.70
Geo. Trauch, repairs poor farm..	12.50
Ott Cr. Boiler Wks., repairs power house	12.00
H. Pfeiffer Son & Co., mdse. jail.	2.75
Seavey Hardware Co., mdse., jail	10.60
Seavey Hardware Co., mdse., Bd. health	2.65
C. C. Schlatter & Co., mdse., poor farm	21.88
Remington Typewriter Co., typewriter ribbon, auditor	75
Ft. Wayne Outfitters Co., mdse., poor farm	12.00
Moellering Bros. & Millard, mdse. lower house	3.40
Swift & Co., mdse., jail	11.83
Robt. Spice, repairs poor farm..	4.50
Lehman Shoe Co., mdse., poor farm	29.25
Wadhams Oil Co., mdse., Ct. house	23.46
Chas. H. Moore Oil Co., mdse., power house	16.91
Central Grocery, mdse., poor farm	14.39
Paul E. Wolf, mdse., Ct. house..	6.25
Allen County Orphans' Home, care of children	629.45
Geo. Eisenhut, boarding prisoners city jail	14.00
Ft. Wayne Dist. Tel. Co., night watch service court house	13.50
J. B. O'Rourke, repairs power house	18.05
J. B. O'Rourke, repairs Ct. house	5.25
J. B. O'Rourke, repairs orphans' home	2.80
J. B. O'Rourke, repairs jail	31.40
A. M. Reichelderfer, jury venire Cir. Ct.	62.00
A. M. Reichelderfer, postage, sheriff	1.00
A. M. Reichelderfer, notifying road viewers	2.60
A. M. Reichelderfer, conveying insane persons to co. infirmary	5.00
A. M. Reichelderfer, telephone service, sheriff	2.55
A. M. Reichelderfer, Bd. children's guardians	3.20
Fred Stolte, guarding prisoners at jail	50.00
A. M. Reichelderfer, boarding prisoners at jail	740.00
Ralph W. Guenther, recopying records of survey books B and C	1,040.00
L. H. McAfee, hauling snow, Ct. house	2.00
Treasurer of Allen Co., assessment ornamental lamp posts Ct. house square	275.81
Treasurer of Allen Co., assessment ornamental lamp posts space on Berry St.	279.07
Treasurer of Allen Co., assessment ornamental lamp posts space on Court St.	708.99
Crown Metal Const. Co., steel cases court house	524.40
Janitors of Ct. house, service....	503.50
Edw. H. Kruse, coroner, expenses in inquests	119.08
Dick Rodenbeck, hauling lumber New Haven bridge	5.00
Meier Weise Co., materials for surveyor	105.34
Lafayette Engineering Co., steel for Tennessee Ave. bridge	3,360.00

I hereby certify that the foregoing is a true and correct statement of all bills allowed by the County Commissioners for the months of January, February and March, 1912.

CALVIN H. BROWN,
Auditor.

GET BUSY

Before the flies do. Let us figure on your screens. Fort Wayne Screen & Awning Mfg. Co. 30-eod-tf

HAD TO EAT HIS PARTNER

George Cohan's Story of Actor Who Had to Wait Too Long for Engagement.

George M. Cohan, at an after-theater supper at Delmonico's, was talking about the "turkey trot."

"There's a moving little story about the 'turkey trot,'" he said, with his dreamy smile, "a story that illustrates well the vicissitudes of an actor's life.

"An elderly actor said in despair to a theatrical agent one day:

"'Is there nothing you can do for me? I've hung around your office, out of work, for eight months now.'

"The agent, as he polished his diamond ring with his red silk handkerchief, answered thoughtfully:

"'Look here. Bring yourself up to date. The "turkey-trot" is all the go. You train some animal or bird to do the "turkey trot" with you, and I'll get you on one of the circuits at a three figure salary.'

"The old actor thanked the agent gratefully. He bought an ostrich from a retired circus man, and after a lot of hard work he taught the bird to 'turkey trot' with him splendidly. Then he reported himself to the agent again.

"But the agent, for all his promises, had nothing to offer. The poor fellow turned up every day for a while, then every other day, then every third day, and at last a week went by without his appearance at the agent's office.

"Then the agent sent for him, and said:

"'Well, I've fixed you up at last. I've booked you for that turn of yours at ——.'

"But the old actor interrupted, sadly:

"'It's too late now,' he said.

"'Too late? How is it too late?' said the agent, frowning.

"'I've had to eat my partner,' muttered the old actor.

He Speaks Twenty-Three Languages.

Sir Charles Elliot, the newly appointed principal of Hong Kong university, who speaks 23 languages, may probably hold the record as a linguist in these degenerate days. But in the past he would not have borne off the belt so easily. There was Elihu Burritt, for instance, the "Learned Blacksmith," born in Connecticut in 1810, who whilst working as an apprentice at the forge taught himself French, Latin, German, Italian, Greek and Hebrew. During early manhood he mastered Sanskrit, Syriac, Arabic, Norse, Spanish, Dutch, Polish, Bohemian and Turkish; then turning his attention to minor languages and dialects, persevered in his studies until he was able to read, write and speak in 60 different ways.

But it took an equal linguist to tell when Elihu Burritt was telling the truth.—From the London Chronicle.

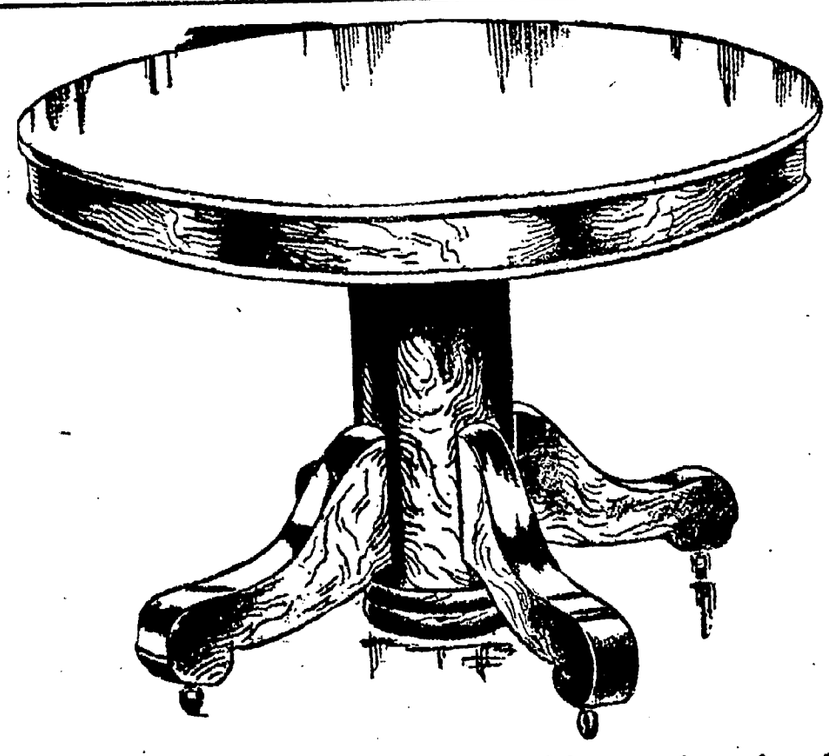
Dr. Studer has opened offices above Dreier's drug store, cor. Calhoun and Columbia Sts. 30-t-t-s-tf

YOUR PORCH FURNITURE may need freshening with Acme Quality Paint or Finish. Acme Quality Paint Store, Main and Clinton sts

Why Is "The Big Store" the Best Store for You?

LIBERAL CREDIT — LOWEST PRICES — ALL GOODS MARKED IN PLAIN FIGURES — BEST QUALITIES — STRICTLY ONE PRICE

READ THE ANSWER IN THE STARS !!



This handsome extension table made of solid Quartered Golden Oak and can be had in Early English, extends out 6 feet with a very heavy round base. Our price **$9.50**

This Attractive Brass Bed Has 2-inch Cantinuous Posts and Heavy Fills, $20 Value at $13.50

The Bed

Is the product of one of the best factories of the United States, and in point of construction and finish is a very superior article. We have them in the Bright or Satin finish in the full or three-fourths size, and the lacquer is guaranteed to be the very best obtainable.

TERMS—$1.50 cash and $1.50 monthly buys this beautiful brass bed, and you may come to our store with a full assurance that no efforts will be made to secure larger payments than the terms quoted. We do exactly as we advertise.

Carpets and Draperies

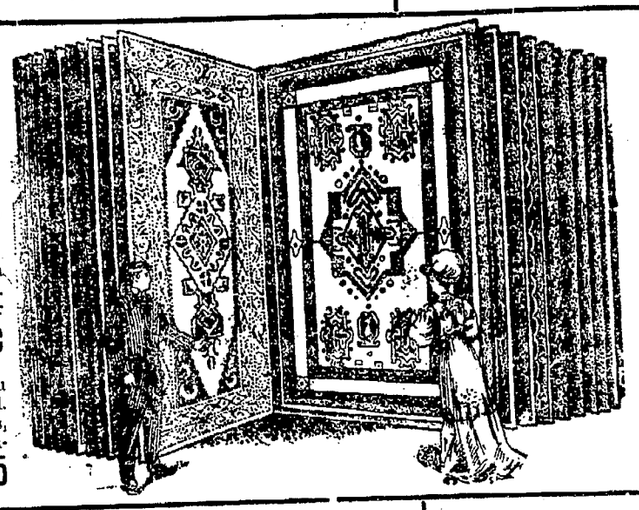
Good wearing Ingrain Carpet, per yard **29c**

Extra heavy Ingrain Carpet, all wool fillers, per yard..... **49c**

Guaranteed Brussels Carpets with borders to match, per yard **69c**

100 pairs of Nottingham Lace Curtains, 2½-yd. lengths, special for our opening sale, per pair **49c**

Cluny Lace Curtains in Ecru and White, 2½-yd. lengths in full widths, $4.00 value, for our opening sale, price per pair **$2.75**



Rug Bargains

9x12 Highspire Brussels Rug in exquisite Body Brussels, patterns green, reds and tans. Our opening sale price **$11.50**

9x12 Seamless Wilton Velvet Rugs made by S. Sanfords and Sons; regularly at $30.00, opening sale price **$19.75**

9x12 Axminster Rugs, a varied assortment of beautiful patterns for our opening sale **$22.50**

9x12 Ingrain Druggets, a large line in the medallion effects predominate; your choice of 20 patterns..... **$4.50**

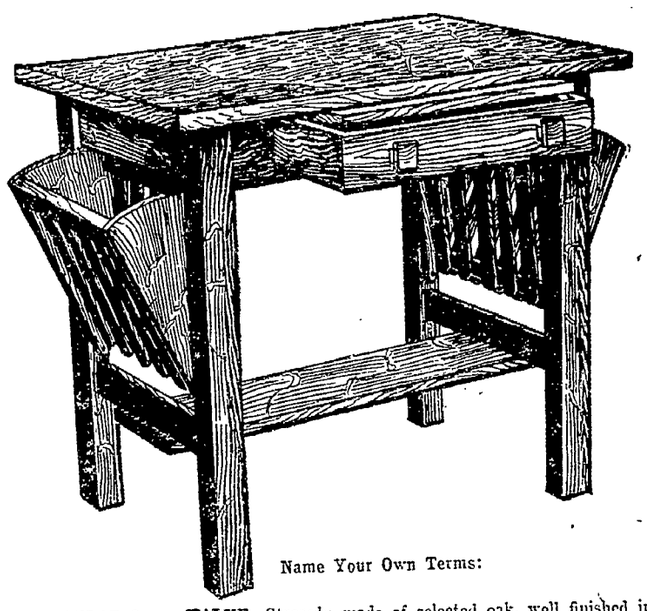
The Famous Rest Easy Cotton Felt Mattress

$6.85

Positively the greatest felt mattress ever offered. It weighs 45 pounds, covered with beautiful Art Tickings. This mattress is not stuffed, but built layer upon layer by skilled upholsterers and we guarantee it to be the equal of any mattress ever sold at $10.00, and it is only through an arrangement with one of the largest mattress factories of the country from which our syndicate purchased several thousand that we are able to offer it at the low price of **$6.85**

TERMS—$1.00 cash; 50c per week.

Solid Oak Mission Libary Table $7.45



Name Your Own Terms:

REGULAR $12.50 VALUE—Strongly made of selected oak, well finished in the popular Early English; has roomy magazine racks at ends.

$6.00 VALUE

Solid Oak Rocker $2.98

Just as shown—with Imperial leather back and seat. Very strongly made; imitation golden oak.

Hadley's

1011-1013-1015-1017 Calhoun Street

Doctors Use This for Eczema

Dr. Evans, Ex-Commissioner of Health, says: "There is almost no relation between skin diseases and the blood." The skin must be cured through the skin. The germs must be washed out, and so salves have long ago been found worthless. The most advanced physicians of this country are now agreed on this, and are prescribing a wash of wintergreen, thymol and other ingredients for eczema and all other skin diseases. This compound is known as D.D.D. Prescription for Eczema.

Dr. Holmes, the well known skin specialist writes: "I am convinced that the D.D.D. Prescription is as much a specific for eczema as quinine for malaria. I have been prescribing the D.D.D. remedy for years." It will take away the itch the instant you apply it.

In fact, we are so sure of what D.D.D. will do for you that we will be glad to let you have a bottle on our guarantee that it will cost you nothing unless you find that it does the work.

Dreier Drug Co., 526 Calhoun Street.

HEIRESS PLACES HER NEEDS HIGH

She Likes Horses and Autos and Can't Buy Them on $3,600.

TELLS REASON WHY

Washington, April 30.—Because she needs $25,000 a year on which to live, Miss Alice Gertrude Gordon, a society girl and daughter of the late Maj. James J. Gordon, who by the terms of her father's will receives an annuity of $3,600, filed a caveat protesting against the disposition of the $500,000 estate of her father.

Miss Gordon, who is 20, asks the court to set aside her father's will so that she will obtain the entire estate when she attains her majority. The income from the entire state is said to be $25,000. She was given the horses and carriages owned by her father, as well as the handsome home at 1600 Sixteenth street, where she lives.

Miss Gordon explained why she had asked for an increase of income.

"Why, $3,000 would not buy my clothes," she said. "I have heard of society girls who spend as much as $25,000 alone for clothes. Certainly, to be properly and handsomely dressed for all occasions, a girl in society must have at least $10,000.

"I have not been going into society, on account of the death of my father, but after a while, of course, I will entertain and go around, and then I am sure I will find that $25,000 is not any too much for my needs.

"I am very fond of horses, and must have them, and I like to keep my own home, where my father and I were so happy. The expenses of my chaperon are, of course, large, and I feel that on $25,000 I can live only comparatively modestly and not give orchid balls or anything of that kind. But I can dress well, keep my own horses and autos and entertain my friends on that sum.

"It is very true that $3,600 is the average wage of a well-paid government clerk who supports his family on it. But a government clerk does not have the demands on his pocketbook from outside sources that I do. And again he can buy theater tickets for himself and wife in the orchestra and not have to give box parties and supper and dinner parties besides.

"I am sure that when I get my $25,000 a year I will find plenty of use for it and wish I had more."

PLANS PRISON LAW REFORM.

Washington Man Would Make Convicts Support Families.

Spokane, Wash., April 30.—John H. Wallace, a member of the state insurance commission of Washington, announced at the annual convention of the State Federation of Labor in Spokane that a concerted effort will be made at the next session of the legislature to pass a law designed to protect the families of men sentenced to the penitentiary. The idea is to change the present system, under which the felon works for the state to atone for his wrongdoing, so that his earnings will go to the wife and children, left at home and frequently destitute and in want.

The delegates expressed their approval of the plan, and while no formal action was taken by the organization as a body, it is likely that a campaign will be launched in a short time to crystallize the idea into a measure which will be submitted to the state legislature at its biennial session early next January.

John M. Schenck, Fountaintown, Ind., recommends Foley's Honey and Tar Compound. He says, "I was troubled with asthma about four years, so bad I could not sleep. I took everything I heard of for asthma and doctored also, but got no relief until I tried Foley's Honey and Tar Compound. It helped me from the first dose, and the continued use cured me. It is now a long time since I was cured, and I have no symptoms of a return of the disease." Dreier Drug Co., Two Stores.

THIEVES ENTER ACADEMY.

Alarm Given by Sister in Charge Causes Hasty Retreat.

New Albany, Ind., April 30.—An attempt to rob St. Mary's academy, an institution of the Catholic church, in which Sister Bonaventura and her assistants in the school occupy an apartment on the third floor, aroused the entire neighborhood early this morning. An entrance was effected through a window on the ground floor and the thieves went to the apartments occupied by the sisters and attempted to break open the door. Awakened by the noise, Sister Bonaventura telephoned neighbors and George Moser, president of the New Albany Trust company, and Arthur Brews, of the New Albany National bank were the first to arrive, but the intruders had made their escape. Police arrived a few minutes later. This is the fourth time that the academy has been entered within a few months and the second time within a week.

KILLED IN AIDING NEIGHBOR.

Former Anderson Boy Falls in Attempt to Open Window.

Anderson, Ind., April 30.—Word has been received here of the tragic death at his home in Chicago of Frederick Daniel Devine, 16 years old, who spent most of his life in Anderson, and who was a grandson of Fred Gedge, a leading manufacturer. The boy was attempting to aid a woman living in a neighboring flat to enter her home, she having forgotten her key. He climbed an eighteen-foot pillar to the top of the veranda to enter the flat by a window and unlock the door from the inside. When he reached the top of the pillar he clutched the top of a large stone ledge. A heavy stone in the ledge had become loosened and, under the boy's weight, gave way, allowing him to fall to the cement pavement with the stone on top of him. He was killed instantly.

The forests of Mexico are situated chiefly in the mountains at altitudes of 8,000 to 12,000 feet. In the lowlands of the tropics there are scattered mahogany trees and a variety of other hardwood timber.

TAGS LOW NECKS AS CAUSE OF WOE

Pastor Assails Prevailing Fashion as Demoralizing to Girls.

APPEAL TO MOTHERS

St. Louis, Mo., April 30—"The democracy of the public schools is likely to be destroyed by girls who wear chandeliers in their ears and low neck dresses to school," declared the Rev. M. H. Lichliter, pastor of the Maple Avenue Methodist church, in an address to the Harrison Mothers' club at the Harrison school.

He said affectation of styles by girls who could afford it causes snobbery in the schools and leads to the social ostracism of the poorer girls.

"Of course," said he, "I, being a mere man, do not attempt to criticise these things in themselves. That is a matter of taste. But I do say they have no place in the American public school.

"The public school stands primarily for democracy, and democracy does not mean 'I am as good as you,' but rather 'You are as good as I.'

"I have known instances where girls have not been made to feel at home in a school because of their lack of fashion and have asked for transfer to other schools. That sort of thing is simply intolerable.

"I have known this to apply to teachers, the most popular teacher being the most stylish or affected.

"This matter of dress is not up to the school. It is a problem of the home. It isn't the business of the school to say what sort of clothes your children should wear. You would resent that. I know of one principal who was compelled to write to some mothers and request that their daughters dress more sensibly if they were to be saved from serious trouble.

"We must appeal to the common sense of you mothers to get a sentiment developed in a whole community. If you do not do something, the very next step will be a school uniform, like that in England and France, and I think this would interfere with the development of the individual."

Dr. Lichliter also urged greater vigilance in the matter of vocational guidance, in preventing the children from dropping their studies before they are through high school. The small saving gained by their leaving school is not worth while, averaging only about $1.50 a week, he said.

He urged bringing the moving picture into the school, or a careful official censorship of the picture shows.

"It is a mistake to denounce indiscriminately the moving picture show, for it has come to stay," he said. "It is an educational factor in the life of the child. We hope in time to have the pictures without the vaudeville, as vaudevile is degrading to the American people."

Professor H. H. Edmiston, principal of the Harrison school, presided. He indorsed Dr. Lichliter's remarks with a special emphasis on the vocational guidance. He said he owed it to the cooperation of the Mothers' club that his community did not stop its children before they had passed through high school to such a degree as in other communities.

Al. W. Kwoezalla, 834 No. 8th St., Terre Haute, Ind., the well known labor union leader, says: "I had a severe case of kidney trouble and took a great deal of medicine but derived no benefit from them. While suffering greatly I took Foley's Kidney Pills and in a short time they cured me and I highly recommend them." Dreier Drug Co., Two Stores.

DIES FOR "FORTUNE" TALE.

Lovelorn Girl Consults Soothsayer, Then Swallows Poison.

Allentown, Pa., April 30.—After a visit to a fortune teller, who could not give her any encouragement that she could get back her lover, William Sterner, with whom she had fallen out four years ago, Miss Mary A. Nagle, 28, a silk winder, committed suicide by taking carbolic acid. She was motherless and had for years lived with Mr. and Mrs. Victor Kramer, who regarded her as a member of the family.

On returning home at night the girl was greatly depressed, explaining how the fortune teller's philters and portions had failed and that the casting of the horoscope had not given any hopeful sign.

When she intimated that she might drown herself, Mrs. Kramer tried to cheer her up. During the night, however, there were sounds of distress from Miss Nagle's room. The door was broken open and she was taken to the hospital, where all efforts to save her proved futile.

Once before, soon after the tiff with her lover, she tried suicide by swallowing match heads, and left a long letter, giving minute directions for her funeral.

MORE MILK WHEN CHEERFUL.

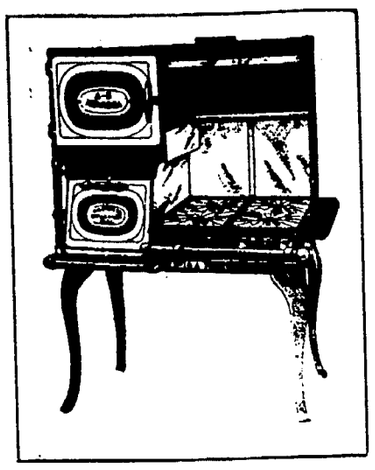
New York Dairymen Deck Stables in Flowers to Please Cows.

Albany, N. Y., April 30.—"There's nothing worse than a dejected cow," remarked Albert Manning, a scientific farmer of Otisville, in addressing the New York Agricultural society. "When a cow isn't in the right frame of mind she doesn't give nearly the quantity of milk that she ordinarily would."

Manning paused, evidently surprised to see several rural delegates smiling incredulously.

"It's a fact," he resumed, rather heatedly. "I've known of farmers up in Orange county who find it profitable to put flowers in their cow stables. Such pleasant surroundings cheer the cows up and cause them to give more milk."

Mr. Burke, of the Haynes Automobile Co., Kokomo, the pioneer of the industry, will be here this week to demonstrate the new Haynes car. Call up 311 for demonstration. Randall Motor Car Co., W. Wayne St. 29-2t



Free Demonstration

Continued This Week of These Wonderful A-B SANITARY GAS RANGES

If you haven't seen these much-talked-of Gas Ranges you ought to do so this week. You owe it to yourself to learn all about the great efficiency of these ranges over all others. Demonstration continued until Saturday night.

Thirty Days' Free Trial

To show you our faith in these Gas Ranges we will give you the privilege of trying any Range in our store for thirty days, give it all the tests you know of and if you are not entirely satisfied at the end of thirty days you may return it. Just glance at these wonderful stoves and you will not be without one.

Old Gas Ranges Taken in Trade

If you are dissatisfied with your old gas range we will take it in trade for one of the handsome A.-B. Sanitary Ranges. This special inducement will hold good only for a few days. Avail yourself of the opportunity and get rid of your old stove.

Use No Blacking On These Stoves

Scrub them with soap and water or use a little furniture polish on them. You will not appreciate one of these Sanitary ranges until you see them. It will be to your interest to visit our demonstration this week. You will want to get rid of your old stove at once and buy one of these and we will arrange it with you to take in your old stove in trade.

One Glance at This Stove Will Convince You

that this is the only real Sanitary Gas Stove on the market. There is no other stove made like it.

FREE

A "Way-Kuk" Paper Cooking Bag

TO EACH LADY VISITING THE DEMONSTRATION. GET ONE AND TRY THIS WONDERFUL DISCOVERY.

AN EXPERT FROM THE FACTORY

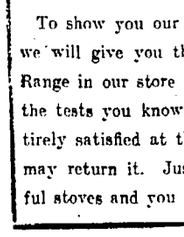
will be here all week to show this wonderful stove and how you can save one-third of your gas bill.

WE CARRY 2, 2½, 3, 4 and 5-Yard Width LINOLEUM.

FOX BROS. & CO. 923-5-7-9-931 CALHOUN STREET- COMPLETE HOUSE FURNISHERS

TEACH YOUR DOLLARS TO HAVE MORE CENTS.

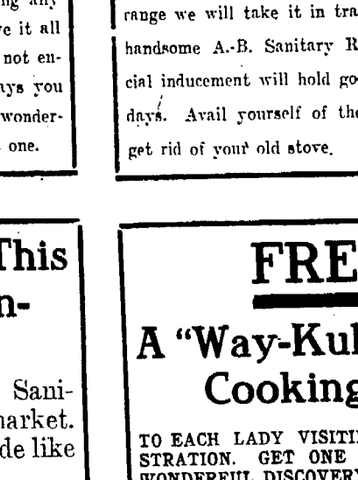
The Innocent Bystander



RE you going to get one of those tanks of bottled gas for your summer bungalow?" asked the Regular Fellow. "You read about that government chemist who perfected a tankable gas for such use, didn't you? Great for the bungalow."

"Yes, if somebody doesn't put a match to the bung," said the Innocent Bystander. "It would make the old bungalow brilliant, but as bungalows and camp houses, for which the tanks are designed, have no cellars to descend into, where would be the fun for the bright boy who always goes down cellar with a lighted match to look for the gas leak? And if a man bought a tankful, where could he make his monthly kick about the gas bill being too high? It would take all the pleasure out of using gas for illuminating or suicide purposes.

"As it is intended for summer homes, I suggest that the commuter always carry the tank with him, strapped to his back like a fire extinguisher, and with a nice little drop light over one shoulder so he can read his paper in the dimly lighted suburban trains, sometimes facetiously called 'accommodation trains.' I have thought also that fond swains calling on their loves could carry their own gas tanks so that the girl's father could not complain of the gas used by the courters sitting in various parlors.



"BOBE."

"Such gas tanks would be a valuable acquisition to men who have daughters addicted to young men callers or musical, instrumetal or chronic. Father, who has come home after a hard day's work and immediately after dinner finds the only well lighted room in the house infested with sappy youths, or when daughter begins to maltreat the upright and rend the atmosphere with technique, can seize his magazine in one hand and his individual gas tank in the other and retire to the other end of the lot, drop into a hammock, hang the tank and reading lamp from a tree and enjoy the warm evening.

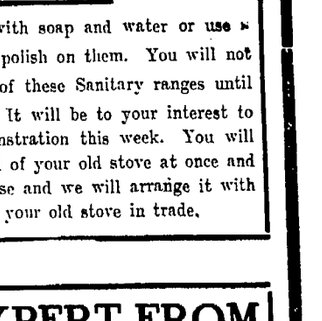
"The new containers ought to retail well among the rural persons who visit the great city and exhaust their lungs trying to blow their breath through the incandescent electric light globes. Every bucolic should bring his tank with him so that he can blow out the gas to his heart's content.

"But why stop with illuminating gas? Why doesn't the inventor continue the good work? If there was only some way of turning on the ether when some bore started to tell a long winded story! And if I could only buy a tank of a certain gas when I talk to you!"

"What kind of gas?" inquired the Regular Fellow.

"Laughing gas," replied the Innocent Bystander.

1912 EXCELSIOR JUST CAME IN



Come in and See this Wonderful Auto-Cycle

EXCELSIOR Auto Cycle

The One Machine That Keeps You Clean

FORT WAYNE MACHINE COMP'Y

1035 CALHOUN ST.

BUYS WEE BABY FOR $10.

Pottsville, Pa., April 30.—Pathetic was the advertisement a few days ago of Mrs. Henry Walker, a widow of Tamaqua, who offered her infant baby for sale, ascribing as her reason that she was too poor to provide for it. The advertisement stated that she would gladly part with the child for its own sake if she could get a home for it.

Many offered to purchase the babe, and it was finally turned over to a woman who paid the mother $10 for it. The purchaser never intended to keep the child, but succeeded in arousing action on the part of several friends charitably inclined.

After keeping the child for a few hours it was returned to the overjoyed mother, with the excuse that it cried too much for the new owner to keep it. Provision was made for a good home for both mother and baby.

Mrs. Minnie Moody, Frankfort, Ind., has found Foley's Honey and Tar Compound to give such good results that she uses it for all coughs and colds with the best results. She says, "I wish to recommend Foley's Honey and Tar Compound. It is the only thing I ever found to relieve my little girl of a cough." Dreier Drug Co., Two Stores.

SAYS MARRIAGE IS FAILURE.

Columbus Man Requires Wife to Sign $500 Alimony Contract.

Columbus, Ind., April 30.—Mrs. Mary M. Davis has filed suit for divorce and $10,000 alimony here against her husband, Stephen N. Davis, a wealthy retired business man, who left this city a short time ago and who is reported to be in Reno, Nev., gaining a residence for divorce purposes. The couple were refused a divorce here a few months ago. Davis paid $8,000 to his first wife, and when he married his present wife he required her to sign a contract by which she was to receive $500 in the event that the marriage proved a failure and the couple separated, but the wife burned the contract shortly after the marriage, it is said.

Mr. H. W. Winkler, 328 Huston Ave., Evansville, Ind., says he was cured of a severe case of kidney trouble through Foley Kidney Pills. He writes: "My kidneys were in bad shape and I suffered terribly with pains in my back, and the kidney action was very irregular. I took Foley Kidney Pills and now I am perfectly well and feel like a new man." Dreier Drug Co., Two Stores.

TO THE PUBLIC

KANADIAN COAL CO. is in position to fill all orders promptly for hard and soft coal, coke and kindling.

LOWEST PRICES.

Home Phone, 1388. Bell Phone, 426.

1430 HANNA STREET.

Greatest Nerve and Blood Tonic

No. 2 M. I. S. T. No. 2

I have given personal inspection to the working of M. I. S. T. on the human system, and must say that it entirely meets with my professional sanction.

D. H. LOOMIS, Lat. Demonstrator of Anatomy, Philadelphia Medical College

What We Guarantee M. I. S. T. No. 2 Will Cure

RHEUMATISM, no matter how long standing. Any case of inflammation of the Bladder or Enlarged Prostate Gland, no matter if the patients have been for years forced to use a catheter. BLOOD POISON IN ANY STAGE. ANY CASE OF DIABETES.

It is no stimulant. Its effects are permanent and lasting. Will cure any case of Stricture without local treatment. Will remove entirely from the system Cancer and Cancerous Germs.

In addition to the above, M. I. S. T. No. 2 has cured many cases of Paralysis, Locomotor Ataxia, Spinal Trouble and apparently incurable diseases of the nerves.

M. I. S. T. has been on the market for over 30 years, and has cured thousands of sufferers. It is prescribed by leading physicians all over the country. It is pleasant to take and absolutely safe. It never increases or diminishes the action of the heart. If you are suffering from any chronic disease you are urged to write to us, no matter how many doctors or kinds of medicines you have tried without relief. WE GUARANTEE TO CURE YOU.

FREE That you may judge of the value of the Great Specific for yourself, we will send you one week's treatment by mail FREE, only asking that when cured yourself you will recommend it to others. Write confidentially to our medical department, giving symptoms. $1 per box, or six boxes for $5.

Address M. I. S. T. CO., Toledo, Ohio

Dreier Drug Co. Two Stores. 526 Calhoun St., N. W. corner Columbia St.; 1402 Calhoun St., S. W. corner Brackenridge St.

SHUNNED BY FRIENDS!

Smelly Feet? Why Not Stop the Odor?

Foot-sweat, when excessive and odorous, is an abnormal condition that brings not only discomfort, but misery. Who wants to be side-stepped and avoided by everybody, like a pestilence? Who wants to see noses wrinkle as if a Limburger cheese polluted the air?

The remedy is Sweatnomore. This antiseptic Foot Powder stops excessive sweating of the feet, stops it quickly, and makes the feet cool, comfortable. No more swollen, aching, sore and odorous feet after Sweatnomore gets in its work.

Ask your druggist for Sweatnomore, or mail us 2-ct. stamp for free trial package.

The Sweatnomore Powder Company Dayton, O.

For Sale by Meyer Bros. Co., and All Other Druggists.

Let Us Explain

How our Electric Washing Machines will pay for themselves in one year.

THE PROTECTIVE ELECTRICAL SUPPLY CO.

123 West Columbia St.

THE GEM STOVE TRUCK

A Household Necessity.

Saves Your Back

And Saves Your Stoves.

Move Your Own Stove.

4 to a Set.

Place one under each stove leg.

Price, Per Set, $1.00.

INDIANA FURNITURE CO.

121-123 E. MAIN STREET.

THE BOSTON STORE

Some Mighty Tempting Bargains For the Housewife

AS HOUSECLEANING TIME IS HERE, and she will no doubt find MANY ARTICLES that will have to be replaced by SOME NEW ONES. Below we mention quite a few SPECIALS in our LACE CURTAIN and CARPET DEPARTMENTS:

Ruffled Muslin Curtains at 22c a pair; worth 30c
White or Ecru Lace Curtains, per pair 75c
60-in. White or Ecru Lace Curtains at $1.00 a pair, worth $1.25
White or Ecru Lace Curtains at $1.50 a pair; worth $2.00
White or Ecru Lace Curtains at $1.75 a pair; worth $2.25
White or Ecru Lace Curtains at $2.00 a pair; worth $2.50
Printed Curtain Scrims at 12½c a yard; worth 15c
Printed and Barred Curtain Scrim at 17c a yard; worth 20c
36-in. Dotted or Figured Curtain Swiss at 10c yd.; worth 12½c
45-in. White or Ecru Curtain Netting at 20c, 25c, 35c a yard.
36-in. Curtain Swiss at 8½c a yard; worth 10c
New Patterns heavy Linoleum at 45c sq. yd.; regular price 50c
Best quality Floor Oil Cloth at 30c sq. yd.; worth 35c
9x12 Ingrain Rugs at $4.50; regular price $5.50
9x12 Brussels Rugs (new patterns), at $10.50; regular price.....$13.00
9x12 Velvet Rugs (new patterns), at $11.00; worth $15.00
9x12 Seamless Brussels Rugs at $13.00; worth .....$16.00.
9x12 Seamless Velvet Rugs at $15.00; worth $18.00
9x12 Seamless Brussels Rugs, extra heavy, at $16.00; worth.....$20.00
9x12 Axminster Rugs at $18.50; worth $22.00
New Pattern Straw Matting at 12½c and .....15c a yard
Extra heavy Straw Matting at 20c; worth 25c
Sanitary and Ingrain Carpets at 25c a yard; worth 30c
Extra heavy Ingrain Carpet at 39c a yard; worth 50c
45-in. Tapestry Curtains (all colors), at $2.00; worth $2.50
Bordered Tapestry Curtains at $2.50 a pair; worth $3.00
7-ft. Cloth Window Shades at 25c; worth 30c
500 Curtain Stretchers at 69c each; worth $1.00
Carpet Lining; 50 yards to the roll; sale price, ...50c a roll
30x80 Smyrna Rugs at 95c; worth $1.25
27x54 Velvet Rugs at $1.19; worth $1.50
27x54 Heavy Velvet Rugs at $1.69; worth $2.00

TWO EXTRA SPECIALS

Ladies' House Dresses at 89c; regular price $1.25.
Extra large size Hemmed Bed Spreads at 95c; regular price, $1.25.

Wm. Hahn & Co.
The Store of Economy

BELMONT THREAT A CODE MESSAGE

Believe Mysterious Letter Cipher from Miss Pankhurst.

SIGN OF THE DAGGER

New York, April 30.—Some of the detectives who are investigating the mystery of the "sign of the dagger" letter which was sent to Mrs. O. H. P. Belmont, the suffragist leader, and which commanded her on pain of death to send a cable message to Mrs. Emeline Pankhurst in London, are trying to establish a possible connection between the letter and the reported presence in New York of Miss Christabel Pankhurst, daughter of the English suffragist. They are working on the theory that the message which Mrs. Belmont was told to send was a code suggestion from Miss Pankhurst to her mother.

The report of "the English Joan's" presence in New York was started by Major George William Horsfield, of the Essex and Suffolk Royal artillery, who declared emphatically at the Manhattan hotel Friday that he had seen Miss Pankhurst on the Mauretania coming from England. It is believed that Miss Christabel Pankhurst saw and talked with her sister, Sylvia Pankhurst, before the latter sailed for England. Although Mrs. Harriet Stanton Blatch and other suffrage leaders at the "Votes for Women" headquarters, at 15 East Forty-first street, denied emphatically that they knew anything about Miss Pankhurst's presence here, they very frankly admitted that if she were in hiding they would not divulge the fact.

The fact that the letter to Mrs. Belmont and the message which she was asked to send were typewritten and carefully worded, together with the fact that $1 was inclosed to defray the cost of the cable, precludes the theory originally held by Mrs. Belmont and the police that the letter was the work of a crank, and the other supposition is that it was sent by a practical joker. Whoever framed the message evidently wanted to get it to Mrs. Pankhurst, since the writer was willing to pay for it and was extremely particular about what was said to the suffrage leader.

To those who laughed at this theory yesterday it was pointed out that the ways of suffragists are devious, and further that if Miss Pankhurst's presence here were known much annoyance might be caused her.

Mrs. Belmont was in New York, according to responses to inquiries for her at her home, 477 Madison avenue, and at the suffragist headquarters, but efforts to locate her failed. At the house it was said that she was at the office, and at the office the reply was that she was at home.

Police headquarters denied that Mrs. Belmont had called the police in the case, but Mrs. Belmont's butler affirmed that she had turned the letter over to the police.

Vacuum Cleaners for rent. Phone 2798. Minuet Electric Shop. 4-25-t-t-s-tf

Local Pythian Sisters will go to Decatur Wednesday to attend the district convention of the order. Members of Rathbone temple, Fort Wayne, will participate in the ceremonies. Among those who will assist in the work are Mrs. W. A. Black, Mrs. W. Rush, Mrs. C. Bassett, Mrs. J. V. Wilson and Mrs. C. B. Schmuk.

ASK Meyer's

For the best Creams and Lotions for the hands and face. Most everyone needs something after housecleaning.

Acme Massage Cream, 50c size 25c
Our Almond and Cucumber Cream 25c
Balm of Almonds, 50c size. Special 29c
Demeridor Greaseless Cream, 50c size.....43c
El Primo Cream, 50c size 45c
St. Regis Peroxide Cream 25c
Rexall Cold Cream, 50c size 40c
Charles Flesh Food, 50c size 39c
Pompeian Massage Cream, 50c size 38c
Rexall Disappearing Cream now 25c

GET RUBBER GLOVES

We have received a fresh lot of the best 75c Rubber Gloves we have ever had. We're selling them for 50c.

Get the Meyer Quality.

Meyer Brothers Co.

FOUR DRUG STORES.

MAYOR HITS BAD SALOONS.

Bay City Will Be Dry Until Council Decides on Better List.

Bay City, Mich., April 30.—Beginning May 1, Bay City will be without saloons until the common council eliminates from the list of licenses which it proposes to grant, several that were to have been given to men that Mayor Woodruff claims are undesirable.

"This is not a wet and dry issue at all," said the mayor, "but until the council decides on a better list of applicants the whole list will have my veto. I have informed the chief of police that he must see that every saloon, and this includes the hotel bars, must be closed the first of May when their licenses expire."

WANTED—Girls. Apply at Fort Wayne Electric Works. 4-24-tf

I have high-class investments in Local Bonds and Local Stocks. C. F. Pfeiffer, Shoaff Bldg.

Today in History.

April 30, 1789. President George Washington was inaugurated president on the balcony of the old city hall in Wall street, New York city. As J. Pierpont Morgan's office is just across the street, this was not far from the present seat of government. President Washington read his message to congress before ending it to the newspapers, which is not like modern custom.

CITY BREVITIES.

The house committee and the committee on arrangements of the Fort Wayne Commercial club have adopted a new set of rules governing the operation of the club in the future. Directors of the club will meet Saturday evening, at which time President Theodore F. Thieme will deliver an address.

William Morehead, 1751 Fairfield avenue, was knocked from a bicycle Monday afternoon on East Jefferson street by an automobile. He was holding an umbrella over his head and declared that the automobile was traveling on the wrong side of the street.

Attorneys John Aiken, T. E. Ellison, Joseph Haley, A. E. Thomas and Leonard, Rose and Zollars are at Huntington today representing remonstrators in the hearing of the Little River ditch case before Judge Cook. A large number of Allen county farmers are affected in the matter.

Fred Ash, associated for many years with his father, H. J. Ash, in the stove and furnace business, has been appointed manager of the appliance department of the St. Paul Gas company, at St. Paul, Minn., and will begin his official duties about May 21. Mr. Ash leaves tomorrow with the Mizpah temple shriners for Los Angeles. Local friends are congratulating him for having secured such an admirable office.

The general committee of the Civic Improvement association appointed for the elimination of smoke as a nuisance, announces that the meeting scheduled for this week has been postponed two weeks. At that time reports will be filed and final recommendations received.

Announcement has been made of the marriage of Frank Diller, 1109 Wells street, and Miss Frances Robertson, of 223 East Main street, which occurred December 1, last year, at Centerville, Mich. The elopement was made public Monday night at a party given at the home of the bride.

F. S. Hunting, of the Fort Wayne Electric works, has gone to Schenectady, N. Y., to attend the funeral of Hinsdill Parsons, vice president of the General Electric compny, whose death followed an automobile accident last Saturday.

Judge Benjamin W. Skelton has been appointed watchman and manager of the Guildlin playgrounds. He will begin duties at once and will superintend the repairs being made there. A force of men has been engaged to begin work at once.

The new fire auto truck has undergone repairs in the nature of rear wheels. It was found necessary to substitute solid tires for pneumatic ones on account of the weight of the equipment.

Every element of security to the investor has been fully covered in our issue of seven per cent. cumulative preferred stock. Write us for full particulars. Bash Fertilizer and Chemical Co. 8-29

CHEATS ELECTRIC CHAIR.

Man Who Killed Wife Confesses Crime and Dies a Suicide.

New York, April 30.—Albert DeBrahms, a restaurant orchestra leader, after killing his wife more than ten days ago, and apparently prepring to dismember the body and ship it away, committed suicide yesterday in his apartments on West 35th street. "I don't want to die in the electric chair, so I take my own life," he wrote in a note confessing his crime. The body of his wife was found in a bath tub packed in saw dust and plaster of paris. DeBrahms' body was found, still warm, hanging in a closet with a bullet in the head.

Walsh & Cook office moved to 2nd floor of the I. O. O. F. building, 825 Calhoun St. 29-6t

THE LYRIC THEATER.

The Lyric is offering the great child-labor picture "The Cry of the Children" in two reels. A great picture; see it. Thursday another Imp. "All for Her;" a beautiful story well staged and acted.

Girls Wanted at Fort Wayne Corrugated Paper Co. 27-3t

Mr. Burke, of the Haynes Automobile Co., Kokomo, the pioneer of the industry, will be here this week to demonstrate the new Haynes car. Call up 311 for demonstration. Randall Motor Car Co., W. Wayne St. 29-2t

WHITE FRUIT HOUSE BULLETIN

Michigan Potatoes down to $1.30 bushel.
Granulated Sugar down to 5½c lb.
Fresh Country Eggs down to 19c dozen.
Best Country Roll Butter down to 30c lb.
California Muir Peaches, Moore Park Apricots, Santa Clara Prunes, Seedless and Muscatel Raisins and Nectarines Are All Down.
Men's Black and Tan Hose, 5c per pair.
Men's Overalls, 40c per pair.
Boys' Cashmere Pants. 25c per pair.
Boys' Corduroy Knickerbocker Pants, 40c per pair
Zion City Laces, 1½c per yard.
Cambric Embroidery with Inserting to match, 10c and 15c values, 6½c per yard.
Swiss Embroidery with Inserting to match, 25c and 35c values, 15c per yard.
Ladies' Shopping Bags, 50c to $1.00 values, 21c.
Light and Dark Calico, 5c per yard.
Cotton Poplin, all colors, 20c per yard.
Dress Ginghams, 8c per yard.
Star-Cut Tumblers, 10c each.
Galvanized Garbage Cans, 50c each.
Garden Rakes, 25c each.
Garden Hoes, 15c and 20c each.
SPECIAL—Just received a large consignment of Jewelry Novelties, including Sash Pins, Tie and Link Sets, Bar, Collar and Cuff Pins, Rings and Neck Chains, which goes on sale Friday morning. Regular 25c and 50c values; your choice at 9c each. See show window display.
The Store for All the People.

HOME PHONES: 442-1795-1876 **BELL PHONE: 750**

We Give "S. & H." Green Trading Stamps.

WHITE FRUIT HOUSE

UNDERTAKERS

KLAEHN & MELCHING
UNDERTAKERS & EMBALMERS
205 WEST MAIN ST.
Office—Home Phone 228.
Best of Service at Reasonable Prices.
PRIVATE AMBULANCE.

GETZ & CAHILL
UNDERTAKERS
1031 Calhoun St.
Open Day and Night.
Both Phones 69.

SCHONE & ANKENBRUCK
UNDERTAKERS
PHONE
HOME 377
BELL 329
COR. BERRY & BARR STREETS

J. C. Peltier
UNDERTAKER
Both Phones No. 25.
217 WEST WAYNE ST.

NOTICE!

We have the best equipped shop in the city for doing general repairing.

We make a specialty of repairing Automobiles. Give us a trial. We want your patronage. Prompt attention. Prices right. Work guaranteed. Don't forget the place.

RIPPE & FOX,
920-924 BROADWAY.

We are agents for the Metz Runabout Car fully equipped $495.00

RIPPE & FOX

MONEY
FOR
Spring Necessities

We loan money on furniture, pianos, horses, wagons, fixtures, etc., without removal. We offer unequaled rates, best terms, quickest service and absolute privacy.

72c Pays Back a $30.00 Loan in Fifty Weeks.

Other amounts at same proportion.

Fort Wayne Loan Co.
Established 1896.
Room 2, 2nd Floor, 706 Calhoun Street.
Opposite the Court House.
Home Phone 338.
FORT WAYNE, INDIANA.

Six new fire alarm boxes have been installed as follows: No. 44, Creighton avenue and Thomas street; 55, Main and Van Buren streets; 59, Eckart Packing Co.; 77, Fairfield and Wildwood avenues; 88, Wayne Trace and New Haven avenue; 215, Clinton and Elizabeth streets.

Girls Wanted at Fort Wayne Corrugated Paper Co. 27-3t

KIDNEY TROUBLES

CAN BE AVOIDED.

You cannot afford to neglect the slightest kidney ailment—it's hazardous to do so.

The poisonous waste material must be separated from the blood and if the kidneys become weakened this is impossible.

That means a poisoned system.

That's why neglect means trouble—the ailment becomes chronic and results in Rheumatism or Bright's Disease.

NYAL'S Kidney Pills

Assist the kidneys in their function, strengthen them and prevent the ailment from becoming chronic. They cleanse the blood and increase the circulation and supply the proper nourishment to body tissues.

They are a kidney medicine—intended for that and nothing else.

Speedy and Positiv Relief at 50 cents the box.

Whatever a good drug store ought to have—and many things that other drug stores don't keep—you'll find here. Come to us first and you'll get what you want.

Jacob Bill's Drug Store,
1401 E. Creighton Ave.
Zimmerman's Drug Store,
1312 Broadway.
Meinzen Drug Store,
1129 Maumee Ave.
Hutzell's Drug Store,
1402 West Main St.

FRUIT TREES

Shade Trees in today.

Peach Trees, 10c; Cherry, Plum and Pear Trees, 15c; Apple Trees, 20c each. Quinces, 20c; Gooseberry, 8c; Currants, Raspberry and Blackberry, 5c; Rhubarb, 5c; Asparagus, 1c each.

Two-year-old fancy Shrubs, Spireas, Altheas, Hydrangeas, Snowballs, Lilacs, etc., 25c each. Clematis Vines, two to three years old, Henryii and Jackmanii, 50c; Paniculata, 25c; Boston Ivy for brick or cement walls, 25c; Fancy Cannas, 5c each. Elephant Ears, 3c to 5c; Tube Roses, Gladiolus, Lillies, dirt cheap. Fancy imported Peonies, three colors, 200c each.

Seed Potatoes and Seed Corn. Call or send for list and special prices. We have the British Queen Potato, largest yielder ever grown here, our own importation, $2.00 per bushel.

S. Bash & Co.

HEINY'S GROCERY

Calhoun Street—Home Phones 482, 461 and 462—Bell Phone 603.
Wells Street—Home Phones 1420 and 1421.

WEDNESDAY SPECIAL PRICES.

Nice Radishes, Green Onions and Rhubarb sell 2 bunches for 5c.

Have Tomatoes, Cucumbers, Head Lettuce, Egg Plant, Celery, New Potatoes, Carrots, Red Beets, Asparagus, Bermuda Onions, Ripe Cocoanuts, Pineapples, Grape Fruit.

Extra Fancy Strawberries, 10c pint.
Messina Lemons, 20c doz.
Selected Fresh Country Eggs, 20c doz.
Very Best Dairy Butter, 35c per lb.
Home Rendered Lard, 2 lbs. for 25c.
Granulated Sugar, in 25-lb. sack, $1.35 with an order only.
New Seeded Raisins, 9c pound pkg., or 3 pkgs. for 25c.
Nice Prunes, medium size, clean and meaty, at 10c per lb.
Crawford Peaches, 11c per lb.
California Prunes, 2 lbs. for 25c.
Holiday bulk Cocoa, 25c lb.
Special Rio Coffee, 25c lb.
Holiday Coffee, 25c lb. pkg.
Holiday Rice, 3-lb. sack, 25c.
Macaroni, 2 pkgs. for 15c.
Pearl Tapioca at 7c lb.
Pearl Hominy, 3 lbs. for 10c.
New Navy Beans, 25c sack.
Table Salt, 10-lb. sack, 10c.
Harvest Vinegar, 20c gal.
Very Best Fancy White Potatoes, round and smooth, elegant cookers, 40c peck.
Nice Red Apples, 40c peck.
German Sauer Kraut, 10c qt.
Fresh Saratoga Chips, 25c lb.
Fancy Sugar Corn, 3 cans, 25c.
Kidney Beans, 3 cans, 25c.
Pet, Gold Cross and Everyday Milk, 10c cans, 3 for 25c.
Moss Rose Baked Beans, in Tomato Sauce, 3 cans, 25c.
Table Syrup, ½ gal. pail, 18c.
Green and Wax Beans and Succotash, good quality, 10c can.
Sweet Wrinkled Peas, 15c can.
Country Gentleman Fancy Corn, 15c can, 2 for 25c.
Clothespins, 10 for 9c.
Sal Soda, 10-lb. sack, 15c.
Wall Paper Cleaner, 3 cans, 25c.
Ammonia, Parsons, 10c bottle.
Pride Powder, 3 pkgs. for 10c.
Lighthouse Cleanser, 5c can.
Good Brooms, 29, 35 and 45c.
Swift's Naphtha Soap, 10 for 35c.
Toilet Tar Soap, 7 cakes, 25c.
Armour's Laundry Soap, 10 for 25c.
Armour's Toilet Soap, 5c cakes to sell 4 for 11c.
Toilet Paper, 5c rolls, 8 for 25c.
Toilet Paper, 10c rolls, 4 for 25c.
Old Settler, 2 pkgs. for 15c.

SCHWIER GROCERY CO.

MONTGOMERY AND MONROE STS. TWO PHONES 174 - 194

FISH! FISH! FISH!

Fresh caught, from Lake Erie to you, and fish as a food keep down the high cost. Will have fresh arrivals on Wednesday, Thursday and Friday; place your order early so that we can assure you prompt delivery. We dress all fish beforehand, so that they are ready for the frying pan.

Dressed Baby Pickerel, per lb 10c
Dressed Pickerel, per lb 12½c
Fish Roe, per lb 12½c
Norway Mackerel, nice and bright, white and fat, each 10c
8-lb pail Salt Fish 59c
Keg of best Holland Herring 75c

HAM AND EGGS.

Fresh Country Eggs, per doz 20c
Mild Cured Hams, per lb 16c
Mild Cured Picnic Hams, per lb 12c
Our Special Summer Sausage, fine eating, per lb 17c
Our Special Lard, per lb 12½c

COCOANUTS AT 5C.

Just received a fresh lot of Cocoanuts; make a Cocoanut pie; each..5c

BEANS AND RICE.

Navy Beans, finest Michigan, per peck (15 lbs.) 75c; 4½ lbs., 25c; pound 6c
California Lima Beans, lb 10c
Scotch Peas, finest Wisconsin, 3 lbs..25c
German Imported Linsen, per lb.....6c
Finest Pearl Tapioca, 2 lbs 15c
No. 1 Barley, 3 lbs. 20c
Yellow Split Peas, 3 lbs 20c
Barley Grits, 2 lbs 15c
Hominy Grits, 4 lbs 10c
Rice, fancy Japan, 4 lbs 25c
Rice, fancy White Carolina, 3 lbs...25c
Rolled Oats, 3 lbs 12½c
Oat Meal, 3 lbs 12½c

PET MILK.

Large 10c cans Pet Milk, per dozen..98c
5c cans Pet Milk, per dozen 48c

ORANGES AND APPLES.

Nice Red Apples, per peck 40c
Nice Navel Oranges, per dozen.....18c
Nice Messina Lemons, per dozen ...18c
Nice Florida Grape Fruit 11c

POTATOES.

Potatoes, nice and large, in bushel lots only (60 lbs to bushel) $1.30
Potatoes, finest Michigan; finest cookers, per bu., $1.50; per 1-2 bu., 75c; per peck 40c

GRANULATED SUGAR.

25-lb sack Granulated Sugar $1.37
Yellow C Sugar, per lb 5½c
XXXX Frosting Sugar, per lb 7c

CABBAGE PLANTS.

Earliest varieties, hearty plant, 2 dozen 15c
Yellow Onion Sets, per quart 9c

YOUR CREDIT

Is O. K. with us. We will loan you any amount of money on your Furniture, Piano, Horses, Wagons, etc., etc. You have the use of both security and money while you are paying back the loan. The time and size of payments are arranged to suit your convenience. All transactions strictly confidential.

PEOPLE'S LOAN CO.
718 CALHOUN ST.
Room 5, 2nd Floor, Seidel Blk.
Phone 1773.

Dr. K. E. Hatch, who has been located in the Lau block, has moved his dental offices to the quarters above the Dreier drug store, Calhoun and Columbia streets.

WANTED—Girls. Apply at Fort Wayne Electric Works. 4-24-tf

Does Your Face Smart After You Shave Yourself?

Buy a 50c bottle of Pemlar After Shaving Lotion—enjoy your shave as you never enjoyed it before.

BRADLEY BROS.
627 Calhoun St.
"Prescriptions Filled at a Saving."

Seeds

For the Garden and Lawn in bulk, Onion sets.

W. D. Henderson & Company
231-233 East Columbia.
Phones 144 and 495.

While Uncle Sam is Endeavoring
To Devise
Ways and Means

To Conserve
The Country's
Supply of Timber
From
Devastating Fires
Don't Neglect
The Conservation of
Your Own Property!
It's an Easier Problem
TO SOLVE
See Us About It!

Federspiel & Thorey.
628 Calhoun St. Phone 611.

SOME GOOD REASONS

Why you should ride the INDIAN or R. S. motorcycles.

Because the 1912 models embody all those features essential to real efficiency.

SAFETY, RELIABILITY, SPEED, POWER, EASE OF CONTROL.

14 IMPORTANT IMPROVEMENTS over 1911 made the INDIAN'S supremacy more secure than ever.

No record of any consequence has fallen to any other machine in years. Ride an INDIAN or R. S. and be UP TO DATE.

Prices: 4 H.-P., $200.00 and 7 H.-P., $250.

Indiana Bicycle & Supply Co.

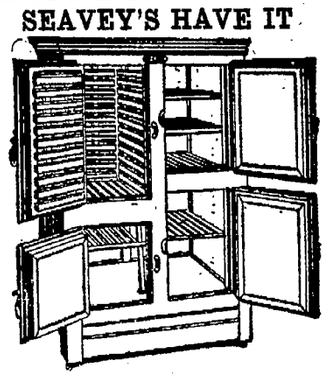
Wholesale and Retail Dealers in BICYCLES, TIRES AND SUNDRIES.

Yes, we do repairing. Charges moderate.

111 West Washington Blvd., Corner Calhoun Street.

FOR SALE—A few good second-hand motocycles, cheap.

IF IT'S A GOOD THING—SEAVEY'S HAVE IT



The Only Place in This City

where you can obtain the celebrated McCray Refrigerators that are used in the finest residences, hotels, clubs, restaurants, etc., is our store, as we have the exclusive agency.

McCRAY Refrigerators

are without question the best refrigerators made, and are guaranteed to give lasting satisfaction.

Come in and let us show you these superior refrigerators. Many of them are moderate in price, and they are so economical in the use of ice that they soon pay for themselves in saving on ice bills.

We have a complete line of the 1912 patterns
—On Exhibition—

Sole Agents:

Seavey Hardware Co.

Phone 149-150.
119-121 West Main St.

Try Sentinel Want Ads.

WHAT THE CONSTRUCTION OF THE LAKE-TO-LAKE CANAL REALLY MEANS

BY PERRY A. RANDALL

Man Who Has Led Big Movement With Undaunted Courage, Tells of the Progress and Scope of the Great Enterprise.

While a canal connecting Lake Erie and Lake Michigan has been in the minds of many people for many years, it was not until the organization of the Toledo, Fort Wayne and Chicago Waterways association that it took any tangible form. This association was organized on November 16, 1907. The only serious thought about the canal prior to then was in 1895, when Dr. Harris, who then lived at Defiance, went over the ground and made something of a study of the question.

The matter lay dormant and unstudied and even unthought of from that time until it was taken up by the Fort Wayne people. The question of the canal flamed up in a night, and has been aglow, with more or less intensity, ever since.

It was the insistent clamor all over the country for waterways that led our people to a serious consideration of this question. For three years the railroads had been unable to adequately take care of the transportation business of the country. The years 1905 and 1906 and 1907 were years of stress with the railroads, and worse than that, with the shippers of heavy and bulky freight. It has been estimated that the country lost during these three years, through inadequate facilities for transportation, more than a billion dollars. The clamor for waterways to supplement our transportation system became nation-wide.

Needs of the People.

It is with the waterways, as with many other useful and necessary things —the needs of the people turned their thoughts to them. It has often been said, and with truth, that "necessity is the mother of invention," and it is also true, as has been said, that "the wit of man will meet every emergency that confronts him." This was true of steam and electricity, the two greatest agencies of men today, and it will be true as the world grows older. Things could not go on—civilization would stop if it were not for steam and electricity —and yet their discovery a hundred years sooner would have meant nothing at all to the world.

Every invention and every advance in the physical, the scientific and the moral world come only when they are needed, and, what is more to the point, they do come when they are needed.

This will be as true of the improvement of our waterways as in any other advance. The waterways of the country were neglected. Most of the canals were disused and abandoned during the building up of the railroads. Much complaint has been made because the waterways of the country were neglected, and water navigation except on the Great Lakes given up, yet this was in the natural order of things. It was needful that the railroads should be built; that they should cover the whole land, stretching from ocean to ocean, and that they should come to their fullest development, and in order to do this it was necessary that the cheaper modes of carrying freight should be abandoned. If the inland waterways of the country had been used to their fullest extent and improved during the time when the railroads were building, it would so have cheapened transportation that the railroads could not have developed as rapidly and as fully as it was necessary that they should.

Time to Turn Back.

Now that the railroads have been built and have come to almost the limit of their service, it is time to turn back to the nation's neglected waterways. It is time to thus turn back to waterways, because with all the development of the railways it is found that they cannot adequately do all the business of the country. It is time, too, because the people need cheaper transportation than the railroads have been able in the past or will be able in the future to give them. Railroads furnish a convenient means of transportation because they can be built anywhere and everywhere, up hill and down dale, over the mountains and through the mountains; but they cannot in the nature of things furnish the cheapest kind of transportation. There is no transportation that is so cheap as that by water.

Waterways, unlike railroads, cannot be built anywhere and everywhere, but there is no reason today why they should not be built wherever it is possible to make them.

Was Not Sooner Needed.

I have tried in the words used above to show the reason why a canal connecting Lake Erie and Lake Michigan did not sooner have serious consideration. It was that it was not sooner needed. Before the time of need there was as much use in thinking about it and suggesting it as there was in speculating about the canals in the moon or on the planet Mars. This is not fatalism, it is God's truth, and it is the way that things come about in this world. Guizot, the great French historian, in writing his philosophy of history, said: "There seems to be an overruling Providence that shapes the destiny of men," and he illustrates his statements by facts in history to prove their truth. I have sometimes thought that Mr. Guizot did not take into account as fully as he should the divine spark in man—that spark that allies him to God himself—that shows him as he is declared to be, a little lower than the angels. Of all of God's creations, man is the greatest. His wit meets the emergencies of life as they come.

It is not, I think, too much to say that our canal, as well as the other waterways of this country, is coming in the divinely appointed time. If not by the will of the Almighty, then by the wisdom of man, who in some way hews near the line of the divine will.

Bound to Go to Waterways.

The country now seems bound to go to inland waterways. Everywhere throughout the nation there is an insistent demand for them. All of this talk and all of this agitation is not for nothing. It will materialize and soon we shall have a comprehensive system of inland waterways, connecting and interchangeable—a network covering the whole country wherever it is possible to improve rivers for navigation and to build canals joining them together.

Among the first waterways to be built will be our canal, connecting the headwaters of Lake Erie with the headwaters of Lake Michigan. This will be because it will be needed as a trunk line barge canal, connecting the middle west with the Atlantic ocean. The completion of the enlarged Erie canal will, with Lake Erie, furnish more than three-fourths of this trunk line waterway.

Without our canal the enlarged Erie canal will lack 75 per cent. of the freight necessary to make it a busy waterway. Our canal is needed as a feeder for the great New York canal. Our canal is needed to furnish the cheapest possible transportation between the east and the west. Transportation by the trunk line barge canal will be cheaper than by the Great Lakes and Erie canal, because it will obviate the breaking of bulk in transit between the east and the west. As to what the breaking of bulk means in these shipments it is only necessary to say that trans-shipment at Buffalo costs as much, on an average, as the transportation charge from Chicago to Buffalo. This trunk line waterway will also lengthen the open water season between the east and the west not less than thirty days.

Our canal will be built among the first of the inland waterways, because the army engineers who have made the preliminary surveys say it is the most important waterway that can be constructed in the nation—because the national waterways commission concurs with the army engineers.

Logic Determines Judgment.

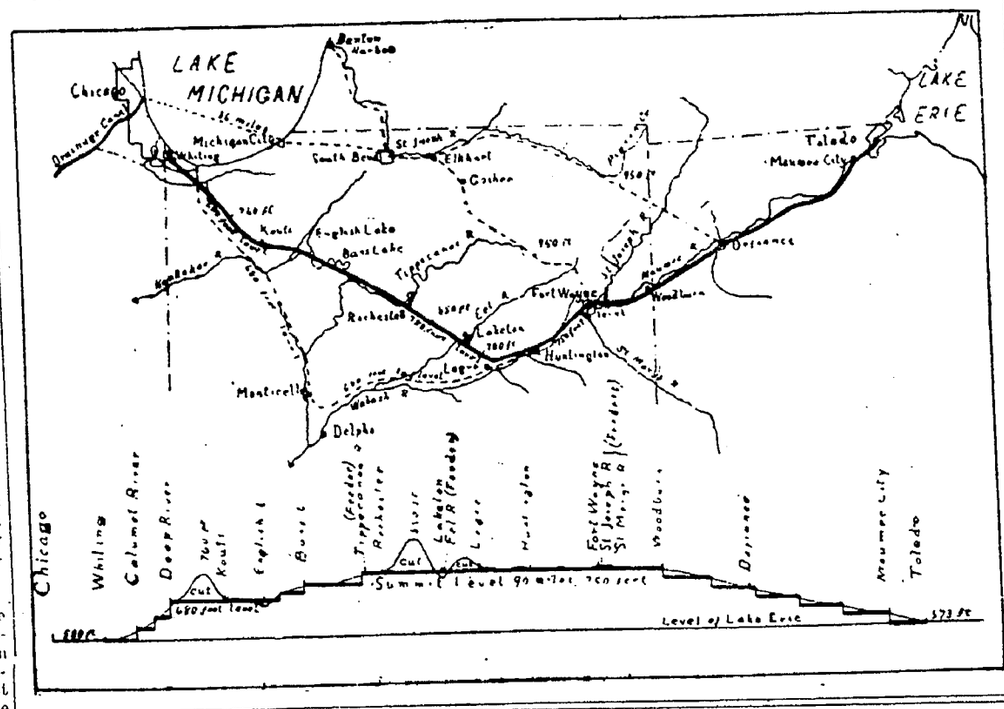
These men have no wish behind them urging to their conclusion. The logic of the situation determines their judgment. It is only necessary that we, relying on their words, should take up the fight and let congress know what they say; that it is the truth; that we believe it, and that we want their concurrence and co-operation. With a proper publicity campaign we will have plenty of co-workers when we approach congress with our demands. The trunk line barge canal from Chicago to New York affects so many sections of the middle west and so much of the Atlantic coast that all of the waterway enthusiasts of the middle west and of the east will be co-laborers with us for the appropriations for the construction of this canal.

If we could have the same amount of enthusiasm and energy and money that has been given to civic beautification and the $200,000 bond issue question, we would be able to stir up the country to a white heat for this canal and get results that would surprise us.

To Fort Wayne and Northern Indiana this canal means so much that it seems an unbelievable thing that we should not all join hands in working for its construction. We who are so vitally interested in it ought to have no trouble in assenting to every word said by the army engineers and the national waterways commission. If the logic of the situation forces them to see it, as the most important waterway to be built in the nation, the logic of our position today, as an inland city, compared with what our position would be when connected with the world by water transportation, ought to force upon us the same conclusion.

We cannot comprehend to the full what water transportation would mean to us. A few suggestions will help us to see something of its importance.

AN EARLY MAP SHOWING SUGGESTED ROUTE FOR CANAL WITH SUMMIT LEVELS AND OTHER DATA.



Value of Proposed Waterway for Which Determining Survey is About to Be Made in Inculcuable to State and Nation.

A short time ago one of our estimable citizens, Mr. George Evans, was telling what he knew about Fort Wayne when it had water transportation. He said his father, Mr. A. S. Evans, was in the wholesale dry goods business here, when the old Wabash and Erie canal was in operation. His father got dry goods from New York city, shipped all the way by water, through the Erie canal to Buffalo, in canal boats that were towed through Lake Erie and then brought up the Wabash and Erie canal to Fort Wayne; that the cost of freight brought in this way was 15 cents per hundred pounds, or $3 per ton; that railway freight on the same goods when the canal was not in operation was $1 per cwt., or $20 per ton. This was water transportation in its crudest and costliest form, as the boats that carried this freight had a capacity of only 100 tons and were propelled by mules through canals of only four to six feet deep.

Water transportation of this crude form was much cheaper than the railroads can handle the freight even today, for this kind of merchandise now costs our merchants more than three times what it then cost by water. But should you be able in the place of 100-ton canal boats to make shipments by water from New York to Fort Wayne, in barges carrying 2,500 tons, you would reduce the cost to one-half or perhaps one-third of what it then cost, or to $1 to $1.50 per ton.

Would Reduce Freight Rates.

A trunk line barge canal from Fort Wayne to New York would reduce the present freight rate on merchandise from New York and other Atlantic coast cities from one-half to four-fifths of the present cost. It would enable the grain merchants to ship corn and wheat to New York for from two to three cents per bushel, where it now costs them ten and one-half cents per bushel. It would cut off not less than $1 per ton on all hard coal consumed here. These savings of freight would apply to all shipments, both in and out, and such reductions in freight would result that great values would be added to all the agricultural lands within miles of the canal.

To us, as a city, it would bring all kinds of manufacturing plants, for it would give us the lowest freights on raw materials and manufactured products, so that we could compete with the most favored locations in the country. Deep water transportation, added to our other advantages, would without doubt make Fort Wayne one of the largest and most important cities in the state. It would, without doubt, add a century's growth to our city within ten years after its completion.

Not to Fort Wayne Alone.

What it would mean to Fort Wayne and vicinity it would mean also to all Northern Indiana. The local benefits, however, will not lead to the construction of the canal. It will be considered in its relation to the nation and for no other reason. Viewed in this light, no waterway can be more important. The middle western states, twelve in number, are not only the greatest bodies of rich agricultural land in this nation, but nowhere in the world are they equalled. They are on an average more than 1,000 miles from the sea; there are but two ways for them to the sea, within the borders of our own land by water—one by the Mississippi river and the other by the Mohawk river. Our canal leads through the Mohawk valley to New York, a distance of 1,000 miles from Chicago, the heart of the middle west. By the Mississippi route Chicago is 1,625 miles to the jetties in the Gulf of Mexico, and this point in the gulf is 1,800 miles from New York. Every time a boat destined for New York or the European markets goes south from Chicago one mile, it has gone three miles away from its ultimate market.

The middle west must have cheap transportation to the sea. This means water transportation. It is unreasonable to think that forty-foot boxes on wheels are to be the only means of transporting the products in and out of this great empire. It cannot be and will not be. This inland empire has now thirty million people. In two decades it will have forty million people, and in less than five decades more, one hundred million. No waterway in the nation can serve this inland empire so well as the one we propose—as Colonel Millis says, "It will be the spinal column of the transportation business between the east and the west."

Have Preached Canal Gospel.

All of the work thus far done to bring this canal to the notice of the country and to the national government, has been done in Fort Wayne. Our advance agents have preached the gospel of this waterway in every city and town along the proposed route in Indiana and Ohio. Capt. Charles Campbell, as our special representative, spent four months in bringing it to the attention of commercial interests in Chicago. He procured resolutions from every important commercial body in Chicago, favoring it. New York has been shown her interest in this waterway, and every commercial organization in the city of New York and in the cities along the Erie canal have placed themselves on record as endorsing it and pledging their support in getting the general government to construct it. There is no part of the country that will be interested in the construction of this canal that has not heard of it.

Dozens of speeches and very many written arguments have been made before the congressional committees in Washington by the Fort Wayne advocates. The work in Washington has met with such favorable results that appropriations were made by congress for the preliminary survey of the route. These preliminary surveys have been made. Now we are about to get the money, through the last rivers and harbors appropriation bill, for the permanent survey of the route.

Great Credit to Cline.

While the Fort Wayne association has done this vast amount of work and has accomplished so much, it has not been without valuable assistance from our congressmen and senators. Congressman Gilhams did herculean work for the canal, and we thought no one could represent our district in congress who would be so able to help us. Senator Beveridge was our good friend, and did much for us. It was largely through his efforts that we got the preliminary surveys made. The greatest of all credit, however, must be given to our present congressman, the Hon. Cyrus Cline. He has worked for our canal in season and out of season. We are indebted to him for the appropriation for the survey, now a part of the rivers and harbors bill. I am sure no man can do more than Mr. Cline, and I am also sure that everything within his power he will do.

More Work Is Needed.

What has been done and what our congressmen and senators can do will not, without a great deal more work, get the canal constructed in the time that it ought to be done. There are more than 300 waterway projects before congress. Some of these are important and all of them are thought to be by their supporters. The advocates of these projects flock to Washington in attendance at the National Rivers and Harbors congress, in great numbers. There is force in numbers and in enthusiasm. If we would get our project to the front, we must show the same kind of enthusiasm that is shown by the advocates of these other projects. If we will do this, there is no doubt that we can get appropriations from the government for the construction of our canal, so that within four or five years at the farthest it will be a reality.

We certainly have every reason to work, and we ought to bestir ourselves and get this canal within a short time.

Hon. Cyrus Cline Writes of the Magnitude of the Lake Erie--Lake Michigan Canal Project.

Present Representative in Congress Has Been an Indefatigable Worker in Behalf of the Proposed Waterway, and His Efforts Have Aided Immensely in Advancing the Project to Its Present Stage.

(By Cyrus Cline, M. C.)

It is a difficult matter without having made some investigation to get much of an understanding of the magnitude of the proposed improvement known as the Lake Erie and Lake Michigan barge canal project.

This canal will traverse the greatest agricultural and manufacturing district in the United States; population is the densest; manufacturing enterprises of the greatest magnitude and most diversified. Consequently the traffic to be moved is the largest. Toledo and Chicago are two of the greatest distributing points in the central west, having tributary to both of them very large areas, great business interests and a great population. For this reason there are great railroads traversing this section of territory. In fact, three-fourths of the transcontinental lines or lines having transcontinental connections pass through the territory that the proposed canal would traverse.

In these later days of great combinations and co-operation in business life, these railroads have formed a joint pooling traffic and fixed the rates for the transportation of merchandise and farm produce so as to destroy all competition at the main distributing points and leave the manufacturer and producer at the mercy of these lines where there is no competition except as between themselves. From the fact that they cover the entire territory, they are able to initiate between terminal points much higher rates of traffic than they do either from Chicago or Toledo eastward. This condition will continue to exist except for what slight relief the people may get from federal legislation and the interstate commerce commission, until we can have competition in freight rates established by a different method of transportation: hence the proposed Toledo-Fort Wayne and Chicago barge canal.

Let me invite your attention to the magnitude of freight traffic arising in Indiana alone. In 1910, in the northern part of Indiana, there were more than 150,000,000 tons of freight carried by the railroads across the northern part of the state. There was carried by the railroads alone out of Chicago and through this territory enormous quantities of farm produce, to-wit, more than two million barrels of flour, eight million bushels of wheat, twenty-two million bushels of corn, five million bushels of oats and twenty thousand bushels of barley, representing more than 1,146,000 tons that was carried to the seaboard through this very section, a large part of which was destined for the export trade. This was carried by the railroads that fixed their own rate of tariff. The purpose of the canal, of course, is to divert this heavy traffic from the railroads to means of transportation by water. It must be remembered that the articles above referred to are but a small portion, comparatively, of the freight traffic. There remains the immense amount of live stock traffic, manufactured products, coal and other mineral products, that form the great bulk of transportation.

In order to divert any part of this traffic there must be offered to the shipper a means of transportation at a lower rate than the railroads offer to secure this business. It would seem to be a reasonable proposition that if lower rates were offered, it would not only result in a great saving to the manufacturer and the producer, and consequently to the consumer, but it would be a great stimulus to increase production of all classes of manufactures and agricultural commodities. One purpose included in this project is to shorten the route of transportation between Chicago and Buffalo, which this canal does do by more than 400 miles, or a saving in distance of over 800 miles in a round trip. Another advantage that will occur will be that the shipper may have advantage of water transportation the entire distance from Chicago to the seaboard, instead of breaking bulk at Buffalo, the Erie canal will be the highway through which this immense freight traffic will proceed to Albany, and thence down the Hudson river to New York.

The urgent necessity for this proposed barge canal arises out of the fact that we produce and grow so much more than we can consume that we must have an eastern or an export market for much of our business. The extent to which we can reduce the cost of getting this merchandise to the seaboard will very argely affect the profits in the business.

Fort Wayne is particularly interested in this proposition because of its great manufacturing interests. It is the second city in Indiana in commercial importance, manufacturing many articles upon the most extensive scale of any city in the country. So great are the productions along the route of this proposed canal that traffic becomes congested not infrequently and the railroads are unable to handle business. They issue therefore under such conditions an embargo against bulky freight and select out that class of business that is the most profitable to themselves and consequently leaves the larger business in the hands of the dealer, to his loss.

I am of the opinion that we shall not have a very marked increase in agricultural or mechanical merchandise until we can secure by some means cheaper and more effective transportation.

Let me call your attention to an item of interest to the citizens of Fort Wayne. The value of the manufactured products in this city in 1909 was $23,687,000. So important is this section to the whole country that the National Waterways commission, after an investigation held in the city of Fort Wayne in November, 1911, in which a thorough investigation of the merits of the proposed barge canal were considered, it made the following recommendation to the committee on rivers and harbors in congress:

"In view of the importance of this project, in furnishing additional means of transportation in a locality where it is much needed for the benefit of through traffic as well as for marketing farm products, and for taking care of the needs of the rapidly growing manufacturing centers through which it would pass, the committee recommends that a survey be made by the corps of engineers of the United States army to determine what is the most feasible route, the probable cost of construction and its traffic possibilities."

It has been urged by the promoters of this project and not disputed by those who are opposed to it, that we have reached the limit in railroad transportation, and that as the population increases and business increases, the canal becomes an absolute necessity.

Some objection has been raised because of the cost that this proposition would incur. It has been said that it would cost the government to canalize the Maumee river to Fort Wayne and construct a barge canal from Fort Wayne to the most feasible point on the shore of Lake Michigan not less than $40,000,000. If the results should be obtained that the advocates of the canal anticipate both in the reduction of freight rates and in the added stimulus to manufacture, trade and agriculture, no one will dispute that it would be money well invested.

One-third of the population of the United States and their activities would be immediately tributary to and receive some of the benefits of this construction. People object frequently to the investment of money where there is a certain return to be derived from the investment while they enter no protest to the expenditure of a like amount in directions where they get no results whatever. For instance, it costs this government forty millions a year to maintain our army and navy in the Philippines under our present system of "benevolent assimilation." Not a dollar comes to us from this expenditure. On the contrary we are yearly incurring additional burdens for the purpose of magnifying a theory of subjugation and exploitation that all fair-minded people condemn. One year of this useless expenditure would construct and equip this entire project, which we believe would be so beneficial to so many people.

The promoters of this enterprise have advanced it to a very creditable position in the public mind. Enterprises of this magnitude cannot be projected in a day. It requires constant and unremitting labor to direct public attention enough to a matter of this kind to even get recognition for it. I take some pardonable satisfaction in being able to report to you that the river and harbor committee has ordered a permanent survey of this proposition to determine the cost and the most feasible route for its construction.

Nearly three years ago I filed a bill for a temporary survey in the house of representatives, which bill was referred to the committee on rivers and harbors. After it had considered my bill, appointed a sub committee to take hearings on the same, and after the then chairman of the rivers and harbors committee, Mr. Alexander, of New York, had stated to the Hon. P. A. Randall, Thomas E. Ellison, Mr. Frank Taylor and myself, that there was "no reason why the survey should not be granted," at the very conclusion of the session refused to report upon the bill on the grounds that he had, as he said, no jurisdiction of the subject matter. This decision by the committee chairman was made the subject of considerable attempted ridicule by certain partisan newspapers in the district, to the effect that I did not know enough to bring the proceeding before the proper committee. There is some gratification in the fact that I took this cause back to the identical committee on rivers and harbors and have their recommendation for a survey reported out of the same committee that had heretofore denied me jurisdiction.

The future of this canal will depend wholly upon the findings of the board of engineers that shall make the permanent survey. All those friends of the enterprise along the proposed route ought to see to it that every possible advantage in its construction is brought to the knowledge of the engineers.

Twelfth District Congressman Who Has Done Much for Canal Project.

HON. CYRUS CLINE.

The Railways and the Panama Canal

(By C. H. Markham, President of the Illinois Central Railroad.)

We railroad people are finding it very difficult to satisfy ourselves as to the extent to which the Panama canal will be used.

Quicker and cheaper means of transportation will undoubtedly increase the trade with the west coast of South America, but I do not believe this trade capable of a commercial development sufficient in itself to justify expectation of movement of tonnage of commanding importance. The present trade relations of the east coast are, in the main, with Europe, this being a condition that is due largely to the fact that our people have been so busy at home that they have not as yet seen the necessity of adopting methods necessary to successful competition with European countries. Argentina is not only producing sufficient meat and grain for local consumption, but is our most active competitor in the European markets in the sale of these commodities. Cheaper transportation may result in an increase of tonnage, due to exchange of commodities, between our own Atlantic, gulf and Pacific ports, but at the outset the bulk of the tonnage will consist of that now moving via the Tehuantepec and Panama routes and such as may be diverted from the rail lines because of lower rates through the canal.

I find it difficult to picture any very important increase in manufacturing in the Mississippi valley. Labor conditions south of the Ohio river are not encouraging and, while some changes may result from an increase in population, it will be a long time before competition of the manufacturing centers of New England can be successfully met. The state of Texas alone produces one-third of the cotton crop of the United States, and yet there is not half a dozen cotton mills in the entire state. In other words, the labor conditions are such that it is cheaper to ship the raw material to the New England mills and the manufactured article back than to manufacture at home.

Easier and cheaper means of communication and transportation always result in an increase in exchange of commodities. We railroad people believe that the completion of the canal is going to be tremendously helpful to all of that section of the country naturally tributary to gulf ports, and in anticipation of an importatn increase of business, we are all engaged in improving and extending our facilities. We are, however, doing this largely on faith, and not because we can with certainty point to an increase in the movement of any particular commodity.

Giant Valve Holds Auto With 5 Men

The largest electric valves in the world have been installed at Niagara Falls to control the water supply for three 12,000-horse power turbines of an American company with an electric generating plant on the Canadian side.

One thinks usually of a valve as a small mechanical detail, but these—there is one for each turbine—are eleven feet wide and weigh sixty-five tons apiece. One was recently photographed with an automobile inside containing five men. The valves are operated by steel gates, designed for a pressure of sixty pounds to the square inch, or a total of half a million pounds.

At present demand for electricity in Canada is not large, and there is a law restricting its importation to this country to 160,000 horsepower. This law was passed to protect the Horseshoe cataract, but under the new waterways treaty this restriction is removed, and the same result is assured in a more definite way by limiting the water diversion to such a small proportion of the total flow that the beauty of the falls cannot be impaired. The limitation was fixed by the treaty-makers after tests by engineering experts.

It is expected, therefore, that restrictions upon the importation of electricity may be done away with and American industries allowed to profit by power developed on the Candian side. Otherwise, according to General Bixby, chief of engineers, United States army, who testified recently before a committee of Congress, industries will grow up across the border, and all the power which may be developed under the treaty will be absorbed in Canada.

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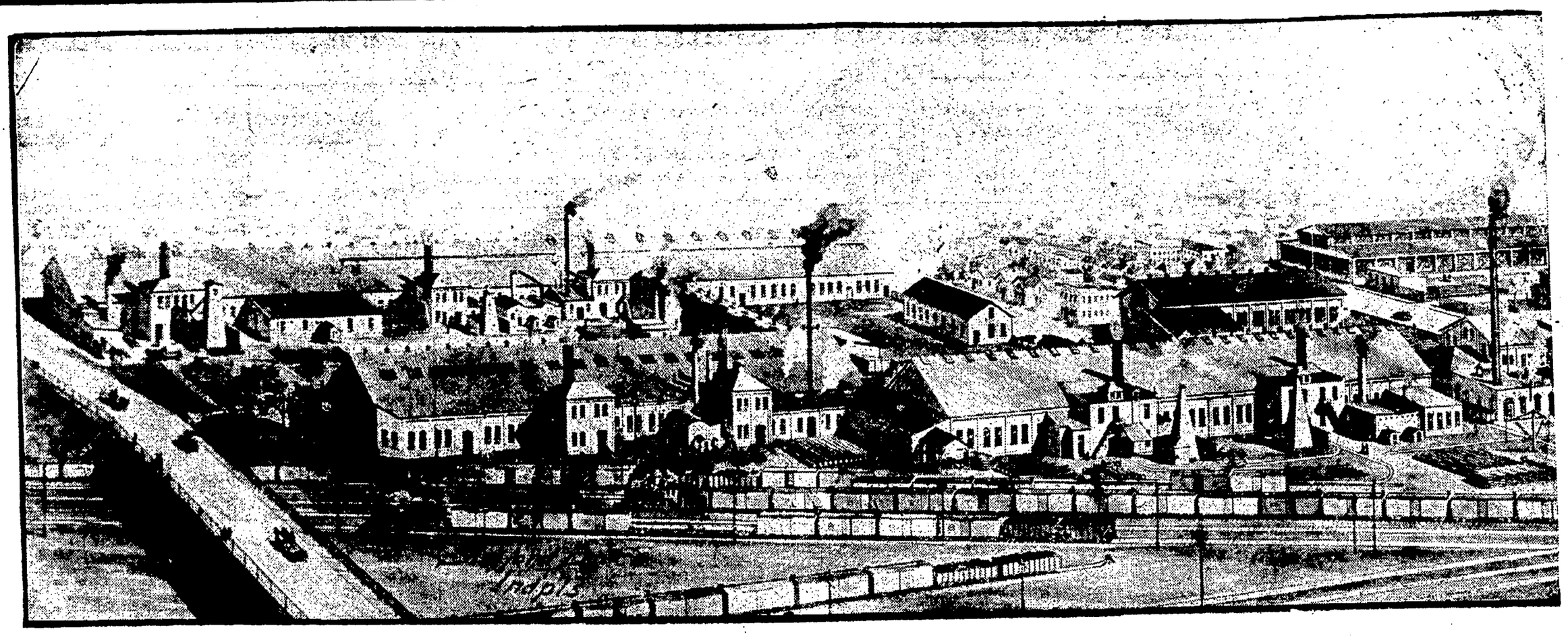

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Waterways Needed as a Protection to the People

Their Development an Absolute Necessity in Order That the Nation's Business May Be Transacted With Dispatch.

By PERRY A. RANDALL.

In McClure's Magazine for January there is an article by William W. Cook on "How American Railways Can Be Taken Over for the People Safely, and Sanely." The author of the article is also the author of "Cook on Corporations" and "Cook on Stock and Stockholders," which are regarded by lawyers and students of law as the best text books and books of reference published on these two great subjects. In addition to being a law book writer Mr. Cook is a big corporation lawyer. He is also trustee in several large holding companies; his business and his life have been a part and parcel of the great corporation work in New York city. There is probably no man in the nation so well fitted to write on this great subject and none whose words will have greater weight with all thinking people than will those of Mr. Cook. He speaks as one having authority, for he knows whereof he speaks. His testimony as to the present power of the railroads and of the corporations controlled by them, is direct and postive and not of a hearsay order. It is interesting and also alarming to hear him tell of the present hold of Wall street upon the interests of the people.

He says: "The fact is that, in spite of all efforts to prevent it, the power of our American railroads is being every day more than ever before concentrated in Wall street. More than that, private capital—principally centered in Wall street at present—has an almost absolute control, not only of the railroads, but also of the great industrial companies owning the natural resources of the country other than agricultural. This means the control of prices and the control of men, and ultimately the control of the government itself, unless that control is wrenched from the grip of capital. The question is whether capital shall control the public and its government, or whether democracy shall control the government—whether men shall allow their employes (the corporations) to be controlled by capital in a few hands, or whether men shall be free and capital be subject to their control, directly or indirectly."

After thus stating the premises he proceeds to discuss the question of how the people shall control these corporations and not be controlled by them. He discusses the question of the government ownership of railways and comes to the conclusion that under a government like ours this is utterly impracticable.

He also discusses our present method of controlling the railroads by commerce courts and the interstate commerce commission, and concludes that this is unsatisfactory and that it does not control: that in spite of our laws and regulations the railroads are doing pretty much as they like.

He then takes up the question—the main purport of his article—how the people can safely control the railroads for their own benefit. The remedy he proposes is a national holding company. He would have the government form a holding company with twenty-five billions capital to take over all the stocks of the railway companies. He would not have the government operate the railroads, but he would have the government own the stock, or controlling stock, in the railroads, and thus control the matter of rates to be charged and the policy of operating them. The government would issue bonds bearing three per cent. interest and reimburse itself for the cost of carrying on the holding company and for the interest paid out by the revenues from the railroads.

At first blush this scheme seems both practicable and feasible, but on fuller consideration it seems so stupendous, and so far removed from anything our government has undertaken, that it seems quite unlikely that it will be considered by the people seriously for a long time at least. It will only be after years of discussion that a plan like that proposed by Mr. Cook will be adopted, if ever.

In the meantime, if the dangers to the people from the railroads, and the large corporations they control, are as serious as Mr. Cook has stated them to be, some other plan, simpler and more ready to hand, ought to be adopted. In spite of what the railroad interests would have you believe the people generally are of the opinion that the dangers described by Mr. Cook are not overdrawn. It is generally believed by the pepole that the money power centered in Wall street has already a grip on the people that is hard to loosen, and that the greatest weapon in the hands of the money power is the transportation business. Had it not been for the manipulation of the railroads in the interests of the Standard Oil company, by granting rebates, there would never have been a Standard Oil octopus in the country. It has been proven over and over again that it was unjust discrimination by the railroads that destroyed the independent oil companies. The same thing is believed to be true of the United States Steel company. Mr. Brandeis showed in the great interstate commerce trial, last summer, that the railroads paid to the Standard Oil company, annually, two million dollars more for the lubricating grease than the same material could have been purchased for from the independent companies. He also showed that hundreds of millions of dollars more were paid to the United States Steel corporation by the railroads than the same products could have been purchased for in the open market. He also showed that there was no loss in these purchases to the people making them, because the money went into the same pocket, and was subject to the same division; and that the only losers were the people who paid the freight.

The people feel that the danger from the money power and the corporate powers is so acute and so threatening that they ought to have relief, and it has been thought that relief could be had by bringing in competition to the railroads. The railroads today are without competition. James J. Hill says that "railroad rates are everywhere uniform and everybody ought to know it." The only competition the railroads have now is furnished by waterways. This water competition, although it is very meager, is sufficient to cause railroads, wherever they come in competition with it, to reduce their rates from one-third to one-half.

If the country could have a comprehensive system of waterways throughout the nation, it is believed that it would have a very material effect in controlling railway rates everywhere. It is contended by the advocates of waterways, that if the country could build waterways wherever needed, there would be no further need of rate legislation and that the waterways would protect the people. It has been argued, most strenuously, by some of the ablest men of the nation, that the most effective thing to be done for the people, to protect them against the railways, would be to give them waterways which should be their own highways, free from toll and free from corporate control.

There is no doubt that the cost of water transportation for heavy and bulky product would be much less than by rail. The railroads insist that the cheapest they can carry any freight, on even the best equipped roads, is four mills per ton mile, and this they say they must do without profit; while the cost by water is from one-third of a mill to one mill per ton mile, which shows that freight by water can be carried for from one-twelfth to one-quarter of what it can be carried for by rail.

A comprehensive system of waterways, provided with adequate terminals, would, without doubt, bring about that competition in transportation which the people so much desire, and which they must have as a protection against the exorbitant charges of the railroads, and against the complete mastery the railways have over them.

Waterways would do more than furnish competition to the railroads and regulate rates. They would supplement our present transportation system, and save the country from the horrors of inadequate shipping facilities, such as were experienced during the three years, 1905, 1906 and 1907. The country lost more during those three years, by the inability of the railroads to do all of the business, than it would cost to build every waterway in the nation, and then some. Every shipper of heavy and bulky freight looks back on those three years of stress as upon a frightful nightmare. It is estimated that more than half of the dealers in grain, and other farm products, throughout the west, went into bankruptcy during those years, because of the inability of the railroads to do the business and handle their products.

The panic of 1907 brought relief to the country from these congested conditions. As a panic it was not welcome, but as a relief to the shippers, it seemed almost a blessing. The weeks and months of waiting for cars to make shipments were over. Even to railway managers the chance to clean up and get rid of the hurly-burly and the scramble and the tangle of undone business was not unwelcome.

The lean years since the panic have witnessed sufficient railroad facilities for doing the business of the country, and were these conditions to continue there would be little need to worry that the railroads could not get on. But before the panic is really over, the railroads show signs of not keeping pace with the growth of business. Lack of cars for making shipments; long delays in taking cheap and low class freight to its destination; the placing of embargoes of thirty and sixty days on some classes of low grade freight, indicate the approach again of inability of the railroads to care for all of the business.

Should there be a sudden lurch forward in business, bringing it up to the normal, as every business man hopes and expects will happen, it will be found that the railroads are as helpless to handle it as they were in the three years preceding the panic. Politics and adverse legislation cannot keep it back. Every decade has shown a doubling of the transportation business over the preceding decade. The decade closing with 1917 will not be an exception. Should this come about the last six years of the decade must be very busy, very prosperous years. There is nothing to prevent this, except stupidity of legislation and lack of sufficient transportation facilities. It is not believed that even improper legislation can keep back the progress of a people as intelligent as we are, and blessed as we are with all the riches of this great land. Lack of proper transportation facilities is an other matter. Very little has been done since 1907 to add to the facilities of the railroads, and should prosperity come on us in the night the railroads will be little better equipped to handle the business than they were in 1907.

The mere building of more roads and of more cars will not meet the situation. The best students of transportation say this lack of sufficient terminals to handle the business is the stumbling block over which the railroads cannot pass. Mr. Hill said in 1908 that the business could not be doubled from what it was in 1906 and 1907 without duplicating every terminal in the country; that this would cost not less than $7,500,000,000; and that the proper solution of the problem would be to have waterways come to the aid of the railroads and extend the terminals beyond congested cities.

Mr. Theodore Shontz, in a speech at Chicago, in October, 1908, said—that the increasing cost of real estate in the large cities made it prohibitive for railroads, except the very richest, to buy up the terminals, and that it had been suggested by students of the problem that the only way to save American commerce was to have the general government come to the aid of the railroads and furnish the terminals.

There are now some 2,300 miles of railway track in Chicago. A writer in one of the Chicago journals, some three years ago, in discussing the question of railway terminals, said that the ground occupied by the railway tracks in Chicago was appraised at $300,000,000, but that to duplicate these would cost ten times this sum, or $3,000,000,000; that much of the ground occupied by a single car, in Chicago, was worth from $15,000 to $20,000. He also said that to duplicate all of the railway terminals in the country would cost more than was at that time invested in all of the railway property in the country.

A gentleman, who was a member of a syndicate that had for its object the building of a double-track trunk line railroad from New York to Chicago, told the writer that after thorough investigation it was found that the terminals in New York city for this line would cost more than it would to build the balance of the road from New York to Chicago, and the plan of building the trunk line road was dropped because the cost of terminals was prohibitive.

The difficulty of providing sufficient railway terminals is inherent in the nature of railroads themselves. The cars are rigid things and the tracks they stand on are rigid. These conditions cannot be obviated.

Just as a chain is no stronger than its weakest link, so a railroad is efficient just in proportion as its terminals are sufficient. It is generally conceded the railway terminals are the bete noir of railroads. If there is any sentiment at all among railway men in favor of waterways, it is because of the terminal problem.

From every phase of the question it seems that the country must look to waterways as the solution of her transportation problems. They are needed to bring competition to the railroads, to lessen and regulate rates and to loosen the grip of the money trust from the people's throat. They are needed as aids to the railroads that all of the business of the country shall be done. They are needed to save American commerce by solving the terminal problem.

How shall they best be had by the time they surely will be needed? Annual appropriations will not complete them as soon as needed, even though these appropriations should be to the maximum of $50,000,000 per year. Why should we wait for ten years to see work done that could be completed in five?

The government owns millions of dollars worth of valuable machinery that has been used in constructing the Panama canal. This will, within eighteen months, be out of use. Why should not the government issue bonds for the development of our waterways and make use of this machinery? The government also has a corps of trained engineers who are as valuable assets, in waterway construction, as is the machinery used on the Panama canal. Why not continue to make use of the experience of these men on similar work in our own land? The building of the Panama canal has developed the fact that our army officers are, by education and training, fitted for constructive work as well as for destructive tasks. The construction of home work will certainly be as beneficial to our country as the building of the Panama canal.

Why not issue bonds to build the waterways? The national rivers and harbors congress has repeatedly advocated a bond issue with all the might of its great organization, and yet the matter seems as remote as when it was first recommended. This is because the great interests, and the great men of the interests, oppose it. Mr. Hill says:

(Continued on Page 21.)

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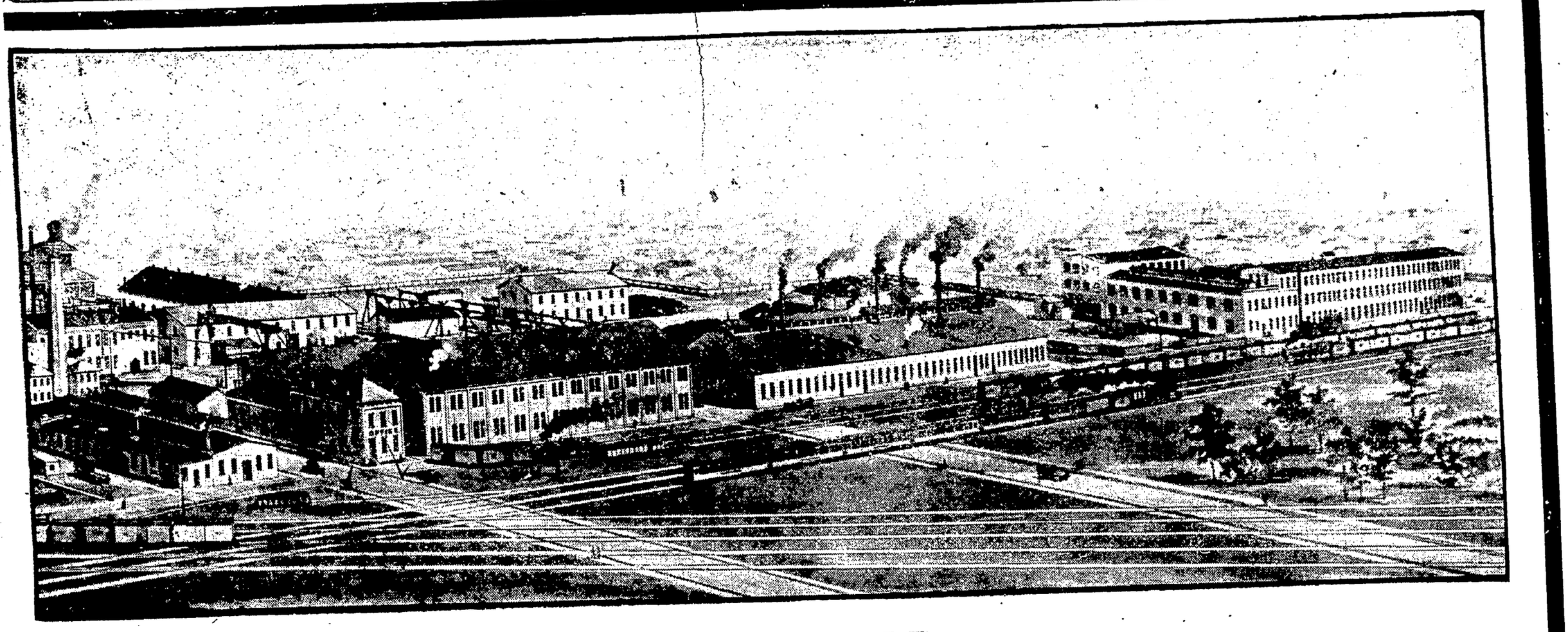

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WATERWAYS NEEDED AS A PROTECTION TO THE PEOPLE.

(Continued from Page 20.)

"Waterways should be constructed out of the current revenues of the government; we have no right to put upon posterity the burden of paying for our internal improvements; bonds should be issued only in extraordinary emergencies, such as war. We cannot tell when we may be required to use our national credit for war and, it should be saved till that time."

Mr. Morgan says the issuing of bonds to construct waterways, that will be competitors of the railroads, would discredit our railway stocks and bonds, now held in foreign countries, and send them home to us in such quantities that we could not take care of them. The result would be demoralization in the prices of stocks and bonds, a panic would ensue, and the greatest disaster to all business would follow.

Such arguments as these, and influences such as these, are holding back our congressmen and senators from heeding the demands of the national rivers and harbors congress.

Mr. Morgan admits, in his insistence against the bond issue, that the contention of waterway advocates, as to waterways being competitors of railways, is true. If the dangers to the people and the railroads are such as Mr. Cook describes, and as the people think, then it would seem that the country must make a choice between two disasters. It is for them to choose. Either they must consent to be ruled by the plutocracy that controls the railroads, or they will take the risk of the disasters described by Mr. Morgan. It is quite likely, when they have taken a good, placid, quiet thought on the subject, that they will take the risk of the disaster that Mr. Morgan prophesied, rather than the one they know is real and impending.

Mr. Hill says that bonds should not be issued in times of peace for any sort of internal improvements; that the credit of the government should be used only for extraordinary emergencies, such as war.

Every one recalls how Cleveland was berated for issuing bonds in time of peace. Every sensible man now admits that Cleveland was right. When Cleveland issued bonds, to keep up the gold reserve, it was not a time of peace; it was a time of war against the credit of the nation. If the people are right in their opinions about the money trust and its control of the railroads; if Bro. Cook is right in his statements, this is not a time of peace; it is a time of war of the interests against the liberty of the people, and against the spirit of our democratic institutions.

We believe Mr. Cook is right in his statements of the danger to the people from Wall street control. We believe the plan he proposes for the removal of this danger is feasible, but we think it is such a radical departure from anything our government has heretofore undertaken that there is no immediate prospect of its being adopted.

We believe that a national system of waterways will overcome the difficulties and avoid the dangers described, and we know that the solution of the problem by means of waterways can be made at a fraction of the cost of the plan proposed by Mr. Cook. And we say that we ought at once to issue bonds and construct the waterways.

PERRY A. RANDALL.
Fort Wayne, Ind.

MADE DEFINITE

"I hear that you and Jack are to be married."

"Yes, and we have agreed whatever happens, to stay married until the vacation season is over."

Panama Canal Should Be Made Profitable

Colonel George W. Goethals Urges Toll That Will Repaiy Cost as Well as Operating Expenses.

"The revenues of the Panama canal, when completed, should go to pay not only operating expenses, but to repay capital invested," declares Colonel George W. Goethals, chairman and chief engineer of the isthmian canal commission. He urges congress to fix immediately the tolls through the canal, so that shipping which contemplates moving through that waterway can readjust its routings and ratings by the time the canal is opened for business, not later than January 1, 1914, and probably earlier.

"Every legitimate means for increasing the revenue should be adopted. The government should have coal and fuel oil on hand for its own vessels, and these commodities should be sold to shipping using the canal. These should be supplied at an established rate and purchased after advertisement. A wireless telegraph station should be established for commercial as well as military purposes. The canal authorities should be authorized to sell tools and appliances needed by ships, and to make repairs as may be necessary while ships are in the vicinity of the canal. A dry dock should be built with dimensions conforming to the locks. Both the dry dock and machine shops would be available for use by the navy. If this policy is to be adopted, early legislation is needed in order that the construction necessary to make it effective may be undertaken without delay."

Colonel Goethals says that the original estimate called for completion of the Panama canal January 1, 1915, but progress has been so much more rapid than was expected that the waterway, barring accidents, will be opened at least one year in advance of that date. This information he wants generally disseminated, for he holds that eighteen months' notice of the rates should be given in order that steps may be taken in time to change routings that will follow when the canal comes into use. If rates are such as to warrant the adoption of the new route, says he, commerce will adjust itself to its utilization as soon as possible. He also points out that if the rates are sufficiently reasonable, new steamship lines will be established, and he believes two years' notice is none too much for interests that contemplate the construction of new ships. As to the dates of completion of various parts of the canal, Colonel Goethals says:

"All the concrete in the locks at Gatun would be laid by June 1, 1912, and in the locks on the Pacific side by October 1, 1912; that, assuming the gates were completed by June 1, 1913, as stipulated by the contract, the locks would be ready for use on this date if the operating machinery were installed; that the work on the spillway at Gatun would be completed to the elevation of fifty feet by April 1, 1912, and the entire dam would be finished by the close of the dry season of 1912-13; that the excavation through Culebra cut would be completed by July 1, 1913, if no more material due to slides had to be removed than was estimated at that time; and the exterior channels would be sufficiently advanced to pass the shipping that would use the canal.

"The increase in the number of ships touching at the ports on either side of the isthmus has made it necessary to extend the existing docking facilities. As the act of June 28, 1902, contemplates the construction of terminals for the canal, any addition to the docks should be such as to form a part of the final scheme, which should also include coaling facilities and a dry dock as necessary adjuncts to the canal. A board was appointed on April 24, 1911, to consider and report on the facilities that will be necessary in connection with the use of the completed canal, so that after the general scope and characteristics of these facilities have been adopted such work as may be needed may be undertaken. These facilities were to include the storing and furnishing of coal and other fuel for use both afloat and ashore; the furnishing of fresh water to shipping; the furnishing of adequate and convenient facilities for the repair of all vessels, as well as of all rolling stock, equipment and machinery ashore; and the question of storehouses and storing of material and supplies on the isthmus (other than fuel) for all other purposes after the completion of the canal.

"A comprehensive scheme was outlined having in view the construction at the Pacific terminus of a dry dock, the permanent shops and a storehouse for supplies. A coaling station is contemplated at each end and an arrangement of docks which will permit of subsequent additions. The dry dock is to conform in its dimensions to the locks, and the wharves are to be of sufficient dimensions to care for any shipping which can use the canal; in other words, the docks are to have lengths of 1,000 feet and depths of water equal to the depths provided in the channels of approach.

"On the Atlantic side it was decided that the docks should be within the limits of the canal zone, located so as not to interfere with traffic through the canal and at the same time to enable shipping to lie at them in safety during storms.

"On the Pacific side a tentative location was selected for the dry dock and for the permanent shops, and an arrangement made for a scheme of docks. As the docking facilities of the Panama railroad at Balboa are very much restricted, there was immediate necessity for additional wharves, and under an allotment from the Panama railroad of $428,700 a reinforced concrete dock 706 feet long and fifty-five feet wide was begun; at the request of the Panama Railroad company the work is to be carried on by the forces of the Pacific division.

"The canal zone occupies a unique position among the outlying possessions of the United States, and on this account requires special treatment. The construction of the canal is the original purpose for which it was obtained, and to this purpose everything within the zone is made subordinate. In the same way, after its completion everything must be subordinated to the operation of the canal. Assuming that the canal is being built for the benefit of the commerce of the world, it nevertheless is a military asset to the United States and conditions may arise in which the military necessities of the nation will become paramount. It is essential, therefore, that an entity should be established or created and so organized that any contingency can be promptly met as soon as it arises. In other words, while during certain periods the operation of the canal is for commercial purposes, entirely separate and distinct from the military, there are times when the military necessities must predominate.

"Every known precaution has been taken to insure the safety of the locks. Accidents to locks have in nearly every case resulted in misunderstood signals in the engine room. To avoid any possibility of accident which might render the canal useless, the authorities should assume charge of all vessels during their transit of the locks; under such conditions any damage that may result to the vessels should be assumed by the government, and legislation looking to this end is necessary."

TRAFFIC THROUGH THE SAULT STE. MARIE CANAL

Lieut. Philip H. Scott, in charge of the patrol of St. Mary's river, in his report to Commissioner Chamberlain, bureau of navigation, says that 15,368 vessels passed through the St. Mary's river channel, which connects Lake Superior and Lake Huron, during the navigation season of 1911. This is a greater passage of large steamers than on any other water of United States, and more than three times 4,533, which is the number of passages through the Suez canal in 1910.

The dily average number of vessels recorded at Lookout Station No. 3, which is located just below Sault Ste. Marie, at the entrance to Hay Lake channel, was seventy-two, or at the rate of one boat every twenty minutes. The week ending August 5th showed the greatest daily average for any week during the year, namely, eighty-six vessels, and the greatest number recorded in any one day was 105 on August 24.

The passage of this large number of craft was accompanied without any congestion approaching a blockade, and while there was a number of minor accidents, only one was due to violation of the navigation laws. The channels were open at all times, and no obstruction to navigation occurred other than that due to fogs.

St. Mary's river marks the boundary line between the United States and Canada at the northern extremity of Michigan. It divides at Sault St. Marie falls, and two canals make navigation possible at this point: one on the American side, equipped with two masonry locks, and the other on the Canadian side, with one masonry lock. The American channel, by the Hay Lake route, is sixty-four miles in length, and the greatest width is 2,300 feet. The least width is 300 feet, and the general width about 600 feet. The least depth, by the middle and West Neebish routes, both American channels, is nineteen and twenty-one feet, respectively. The Hay Lake route, being a comparatively straight cut, can be navigated with reasonable safety at night, and it is well defined by numerous lights and buoys in charge of the bureau of lighthouses. Both the Hay Lake and Lake George routes are open to either American or Canadian ships, free of toll.

This channel forms the natural outlet for the vessels carrying manufacturing, mining and agricultural products from the shore cities on Lake Superior, especially Detroit and Duluth, and while freight steamers comprise the largest number of ships plying these waters, passenger steamers also form a considerable part of the heavy traffic.

"Big Men and Crime."

"Big, healthy men seldom go wrong," says a Kansas City judicial oracle. "It is the thin, shrimpy type who are the criminals." Yet a New York financier recently convicted was a 240-pound shrimp; another recent Boston financier caught in Bombay and brought back to Charlestown prison was an anemic wisp weighing 250 pounds; still another Boston broker who trimmed everybody in State street before going to languish at the Charlestown reception house exceeded the 250-pound limit of physical delicacy.

More and more frequently is it being proved that assertions are totally independent of information.

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Cost of Transportation By Rail Almost Seven Times as Great as By Water, Declares Charles S. Bash

(By Charles S. Bash.)

Let us look into the relative saving there would be in the transportation of the various commodities handled in this country by water, as against the cost of transportation of same by rail. Secretary Thompson, of the National Rivers and Harbors congress, one of the greatest authorities on water transportation, states that $1.00 will carry a ton of freight from 5 to 10 miles by wagon road, depending upon the condition of the road. The same dollar will carry a ton of freight 127 miles by railroad. The same $1 will carry a ton of freight 1,500 miles by water.

The average cost of transporting the various commodities by rail last year was 7½ mills per ton per mile, while rate by water was 1 1-10 mills per ton per mile. In other words the cost of transportation by rail was almost seven times as great as by water. The total revenue collected last year for the transportation of the freights of the entire country was $1,418,000,000.

If this had all been transported by water or at water rates, the saving to our people would have been way beyond one billion dollars, or twice the estimated cost of building the entire waterway system throughout these United States. If we were to save but one mill per ton per year, it would amount to the enormous sum of $238,000,000 or almost half the amount of money necessary to furnish a complete waterway system of the United States.

I am indebted for the above figures to Special Director Fox's report of the national rivers and harbors congress of the United States, made last December at Washington, D. C.

The Local Situation.

Let us analyze our local situation briefly:

The freight on a bushel of wheat from New York to Liverpool, a distance of 3,000 miles is from 2 to 3 cents per bushel.

The freight on a bushel of wheat for a similar distance by rail from Fort Wayne to San Francisco would be over 30 cents per bushel, or ten times more than by water.

The rate of freight from Duluth to Buffalo, a distance of 1,000 miles, is from one to one and a half cents per bushel by water, while rate of a similar distance by rail is from 20 to 22 cents per hundred or 12 to 13 cents per bushel.

The regular freight rate on coal by water from Buffalo to Duluth, a distance of a thousand miles, is from 30 to 40 cents per ton. The rate of freight on coal by rail from Buffalo to Fort Wayne, a distance of less than 500 miles, or half the distance from Buffalo to Duluth, is $1.50 per ton or five times as great as the rate by water from Buffalo to Duluth. It is reasonable to say that with a barge canal from Toledo to Fort Wayne, that coal would be transported from Buffalo to Fort Wayne for a cost of 25 cents per ton.

QUOTES FIGURES TO SHOW IMMENSE SAVING BY WATER TRANSPORTATION.

CHARLES S. BASH.

Saving on Coal Bill.

This would make a saving to every householder in Fort Wayne of $1.25 per ton on his coal bill and it would mean the saving of millions and millions of dollar sto our householders and manufacturing industries if we could secure water transportation by lake and canal, as now contemplated. This would mean dollars to our householders and manufacturing industries throughout the interior of our country, thereby creating an immense home market which would necessitate an enormous increase in crops and coincident therewith, resulting in a tremendous advance in real estate throughout the entire middle west, as the influence of waterways is not confined solely to the lands or cities immediately bordering on same, but extends for miles and miles in every direction.

The people of Indiana and Ohio and all central western states are asleep, and our congressmen do not realize the importance of deep waterways to the commercial and agricultural interests of this country. If they had sufficient business instinct to see the wide-reaching benefits that would come to us from deep water barge canals there would be no further business done at Washington until preparations were made and bonds authorized for the construction of a complete system of waterways for our country as suggested by the United States engineering department. The direct benefits to our people would be as a hundred to one as compared to the Panama canal, in the completion of which we all rejoice, feel proud.

How long will congress sleep and our people remain passive? It is only necessary to wake up and let congress know what we want and they will be glad to grant our request. When will we wake up from our Rip Van Winkle sleep?

South Bend Men in Plea for Canal

Richard Elbel, chairman of the waterways committee of the South Bend chamber of commerce, delivered a forceful address recently before the Civic club, of Plymouth, in which he set forth the importance of the proposed deep waterway to connect Lake Erie and Lake Michigan.

Mr. Elbel's paper took up at first the value to nations of deep waterways or ship canals. He said that European countries—Germany, France, China, and, in fact, all of the countries of Europe—placed a value upon canals that we in America had not at all measured up to. In this regard the United States was far behind the countries of Europe and even of Canada. It was a subject that the United States should have taken up years ago, and unless she did so she would at no distant day lose much of her commercial prestige. A deep waterway between the lakes meant cheaper shipment of grain. The farmers of the west could ship by water much cheaper and more quickly. Canada was moving in this matter more actively than is the United States and the result would be that competition by American farmers who ship by steam route would be impossible with Canadian farmers who ship by water route, and the result would tell against our own country. The Panama canal was distinctively an American project and it meant the awakening of this country to importance of water canals.

The speaker did not present the waterway plan as so much a local as a national movement. A canal, however, would have the effect to increase the value of land for twenty miles or more on either side of its course. It was a matter that pertained to congressional action, but the people of the nation needed to appreciate its advantages and when they gave agitation to the subject it would be a spur to the legislative bodies. It was needful that the people of our own country know the value of waterways. Canada, on our north, was more alive to the situation than are we, and she is taking steps to increase her seaboard trade by cheaper rates by the use of extensive canal-ways. Canada was well supplied naturally for a chain of waterways, and she was making the first strides toward securing the great grain trade of the northwest. Unless the United States met these movements by similar action it would mean that the American farmer who would ship by rail could not compete with the Canadian farmer who shipped by lake and canal, for the rates would be full one-fourth less by water and the route would be more rapid. The United States was as well supplied by navigable streams and waterways as Canada, and this country could not afford to let Canada divert our carrying grain trade from us.

The thought under immediate discussion was the Miami and Erie canal, its future development and its relation to a deep waterway from the southern end of Lake Michigan to Lake Erie. This would provide a waterway which would carry the Ohio river traffic to Lake Erie and to Lake Michigan, or, in other words, a waterway connecting Chicago, Cincinnati and Toledo. The main purpose was to awaken the people of this state to the value of canal transportation. The speaker said that the United States was far behind all other countries in the improvement of its waterways, and that unless she met this competition in water transportation this country would fall behind in the competitive marts of the world.

Sees in Waterways a Positive Regulation of Freight Rates and Larger Development of Commerce

Maurice Niezer, Earnest Advocate for Canal, Pleads for Natural Resources for Transportation and Indulges the Hope That the Lake-to-Lake Waterway May Soon Be a Realization.

MAURICE NIEZER.

(By Maurice Niezer.)

It is my privilege again to call attention to the necessity of building and developing waterways for the transportation of commerce. I cannot urge too strongly the importance of waterways, because I see in them the positive regulation of freight rates and the larger development of the commerce of our nation.

In a letter accepting the nomination for president, August 18, 1884, Grover Cleveland said: "The commerce of a nation, to a great extent, determines its supremacy; cheap and easy transportation should therefore be liberally fostered. The general government should so improve and protect its natural waterways as will enable the producers of the country to reach a profitable market."

Some three years ago there was held in our city at the Elks temple a waterway convention, attended by congressmen and prominent business and professional men from Ohio, Indiana and Illinois. The proposition of constructing a barge canal from Chicago to Toledo by the way of Fort Wayne was advocated, and as one of the beneficent results of the deliberation of that meeting there was born an earnest but conservative conviction that this barge canal if built would be a great benefitfi to the producers of our country. The efforts of these loyal and earnest men, who so consistently urged the construction of the Toledo, Fort Wayne and Chicago barge canal, were recognized, and as a result the National Waterway commission of Washington held a meeting in that city last November and heard the arguments for the construction of this canal.

The commission was so impressed with the importance of the project that upon its return to Washington it unanimously recommended that a survey be made, and an appropriation to defray the expense of the survey.

Fort Wayne needs this canal, and by persistent efforts, I believe, it will be built. The firmt of Niezer & Co., hay and grain shippers, are buying hay in Chicago at the present time and shipping it to Tampa, Fla., on a cheaper freight rate than they can ship it from Fort Wayne to Tampa, and Chicago is farther from Tampa than Fort Wayne is. You ask why this is? I answer that it is on account of water competition at Chicago. Give Fort Wayne a barge canal from Chicago to Toledo and our city will have freight regulation and increase its business many times. The greatest growth in the cities of our country in the past ten years is shown in the cities that have water competition.

You have heard men who are opposed to waterways say that water transportation is out of date and that it is a step backwards—that it does not mean progress. Realizing the wonderful progress that we have made as a nation, and fully appreciating the present condition of economic affairs, we are sometimes confronted with the thought, has all our progress been made along the proper lines? Should we not have progressed more slowly and more substantially? Is it possible that some of the wonderful progress we have made will have to be recalled and started over on a sounder basis?

Any progress in our country made in the world of commerce that takes from the people those natural resources for transportation such as our waterways, is not the safest progress nor the most enduring.

Let every citizen in our city boost for the barge canal, and may we indulge the hope that the canal may soon be a realization.

Ranks Mississippi Dam Next to Panama Canal

What he calls the greatest engineering work of the century next to the Panama canal—the huge power dam across the Mississippi at Keokuk, Iowa, is described by G. Walter Barr in the American Review of Reviews. This great dam, now half finished and expected to be completed early next year, will create the largest power plant in the world. The power developed at Keokuk—300,000 mechanical horse power—will be about three times the power now used in manufacturing in the whole state of Iowa; greater than all the power now used in Missouri, and one-third as great as the power now used in Illinois, including Chicago and its environs. This great Mississippi river plant is at the junction of the three states, Iowa, Missouri and Illinois.

It will be finished shortly before the Panama canal. The lock provided for steamboats to pass the dam is greater than any one lock on the Panama canal, having the same width and a lift of 40 feet, compared with a maximum lift of only thirty-two feet on the isthmus. The Keokuk lock is 400 feet long and there is also a large dry dock for the use of the United States government.

Sixty-five Miles of Deep Water.

Incidentally the dam will provide sixty-five miles of deep water navigation on the Mississippi and that, too, at a point where the river has never been navigable because of the Des Moines rapids. These rapids are now flanked by a government canal, which cost $8,000,000, but which will be no longer needed when the dam is finished, thus relieving the government of prospective large cost for repairs and about $40,000 annual expenditure for operation.

The stockholders of the Mississippi River Power company are largely British and Boston citizens. The preliminary work of promotion was done with money chiefly from appropriations by the city councils of Keokuk, Iowa, and Hamilton, Ill., at opposite ends of the dam. The capturing of the capital of about $27,000,000 and the building of the dam are the achievements of Hugh L. Cooper, hydraulic engineer. The three states asked congress to grant the company the rights it needed and the company in return agreed to build the lock and dry dock for the government and provide power for their perpetual operation besides relieving the war department of providing a permanent channel for sixty-five miles along a difficult part of the river.

"So large is this water-power development," says Mr. Barr, "that it will shift the manufacturing center of the United States and greatly change the map of industrialism in this country.

Eras of Manufacturing Power.

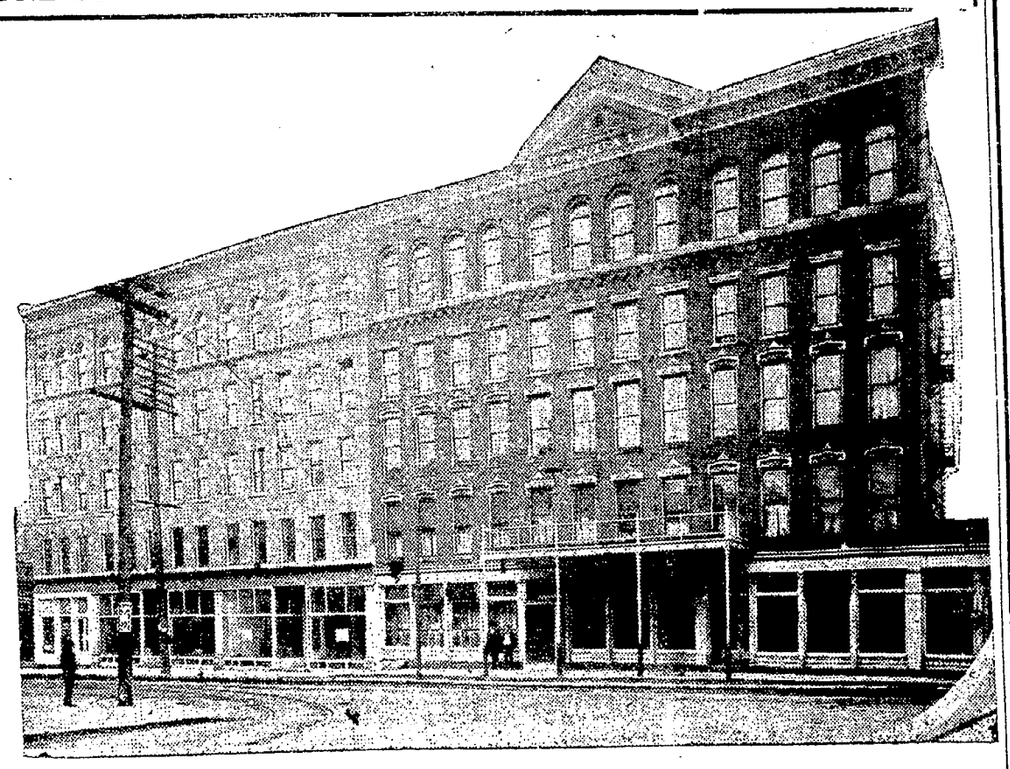
"It is a long step forward in the evolution of power for manufacturing in America. This evolution has been somewhat of a return to the type in this nation of great natural resources. First, there were water wheels in New England and other streams with mills on the banks; then came the era of coal, which built up Pennsylvania: now the movement is toward turbine water wheels turning dynamos which make power in a form that may be transmitted easily to machines hundreds of miles away from the river. A similar change has occurred industrially: In the first era, the raw materials were taken to the power, because the power could not be moved from the overshot wheels: in the era of coal, there came a time when the transportation of the fuel was cheaper than the carriage of the raw materials, and some industries moved to the source of supply of the latter; now, power makes such a large part of factory cost that the movement is of factories to the power, as in the beginnings of manufacturing in this country.

Use in Zone of 150 Miles.

The power will be sold at a lower price than that now paid for the power developed at Niagara. This one power house has an output of electric power slightly over half that generated by all the companies, on both sides the international boundary, at Niagara Falls. It will be used within a zone of 150 miles radius from Keokuk, and chiefly along the Mississippi river, if present plans do not miscarry; it is desirable to use the power near the site of the dam and power house—not on account of loss in transmission in these later days so much as on account of the cost of maintaining transmission lines and the necessity of buying right-of-way for these lines as wide as a railroad requires. St. Louis, 135 miles distant by air line, has contracted for 60,000 horse power for ninety-nine years. The current will be taken there by a transmission line now building, which will carry 110,000 volts, the highest electric pressure ever used to transmit power.

Analysis of several hundred water power developments all over the world, Mr. Barr says, shows that in every case the population within the zone use of the power rises to five times the horse power developed. Applying that to the Keokuk development and subtracting the power sold to St. Louis gives 1,200,000 of population to be added to the vicinity of the big dam—say within fifty miles. Mr. Barr also points out that this great producing force is located at the center of a great area of consumption, the Mississippi valley, and is also close to raw materials, such as cotton, wool, leather, iron and what not.

ONE OF FORT WAYNE'S LEADING HOTELS---THE RANDALL.



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System, enterprise and perseverance in business brings success, and there is no telling the height a business enterprise may reach, when this is combined with skill and practical experience. These are the cardinal points that have been largely instrumental in the success that has been achieved by the Fred Eckart Packing Company. This establishment was founded in 1857, and in 1900 was incorporated under the laws of Indiana. The output of this company consists of pork, beef, veal and mutton products; its specialty being "Elk Brand" pure lard, hams and fancy bacon, "Maple Brand" bacon and shoulders, also all kinds of sausages. The trade controlled is a desirable and extensive one, and reaches to all parts of the city and over a radius of seventy-five miles from Fort Wayne. Located at 1825-1833 West Main street, the plant of this company is declared by experts to be a model one from both a sanitary and hygienic standpoint, and is the only packing plant in our city operated under government inspection, it being under the supervision of three government inspectors who are constantly inspecting and supervising whenever any part of the plant is in operation. Dr. A. B. Niven, Veterinarian and Inspector in charge; Dr. O. G. Atherton, Veterinarian, and Edward S. Carver, Sanitary Meat Inspector, comprise the government staff. Every animal entering the premises is inspected before and at time of slaughter by the expert veterinarians, and all food products handled, cured or processed are inspected and supervised by these Government experts, thereby guaranteeing the soundness, healthfulness and wholesomeness of all their products, whether for local, interstate or export trade. All meats put on the market by the Fred Eckart Packing Company bear their inspection number, 507. The individual officers of the company are: Fred Eckart, president; Elizabeth Eckart, vice president, and Henry Eckart, secretary, treasurer and manager. All are progressive citizens and are highly esteemed in all circles of life in their home city.

Col. John Millis Discusses Proposed Canal as Important Link in Great Inland Waterway System of National Scope.

Declares Utilization of Maumee River From Toledo to Fort Wayne Entirely Feasible for Boats of Enlarged Erie Canal Type.

Some Extracts From Report of Preliminary Examination and Survey by United States Army Engineers, Now First Published.

Through the efforts of Congressman Cyrus Cline, The Sentinel is enabled to present today for the first time it has ever been given to the public some extracts from the official report of the preliminary examination and survey of the Maumee river from Toledo to Fort Wayne as made to the National Waterways commission by Col. John Millis, of the United States army engineering corps, who made the investigation under direction from Washington.

The report in its entirety is a most exhaustive one, comprising fifty typewritten pages, and is accompanied by many maps and photographs of features of the river. Colonel Millis has gone into much detail in investigating the situation, and while he carefully refrains from advising in the matter, the general tenor of the findings and conclusions are all favorable toward the lake-to-lake canal as a part of an extended transportation system.

What Report Covers.

Colonel Millis in opening gives consideration to the general features of the Maumee and the drainage basin, touches upon its geological and physiographic features, the features of the river in detail, the present navigable capacity and power plants, bridges, a history of early transportation and navigation, canal systems of Ohio and Indiana former surveys and estimates, the industries upon the river and manyother features which enter into the problem. It is set forth that the Maumee river lies somewhere near the central axis of the great belt of east and west transportation of the nation, and emphasis is placed upon the importance of the suggested canal from this standpoint.

"The Maume river forms a part of all the various routes that have been considered as practicable for the proposed inland waterway from Lake Erie to the southern end of Lake Michigan," says Colonel Millis, "and any route that now appears most advantageous follows the river the entire distance from Toledo to Fort Wayne." The river is crossed by thirty-six bridges, he says, comprising steam railway, electric railway and highway bridges.

Maumee Entirely Feasible.

"From Toledo to Fort Wayne, ninety-five miles," continues Colonel Millis, "the utilization of the Maumee, in whole or in part, for the type of boats that will be adapted to the enlarged Erie canal, is entirely feasible and the advisability and feasibility of this and the remainder of the route to the southern end of Lake Michigan, about 140 miles, is soon to be reported upon by the National Waterways commission, under special provision of law. As a part of the complete route from New York to Chicago, the Maumee would be the portion most favorably situated so far as ice conditions are concerned, excepting only the lower Hudson river; but in this respect the route would present a satisfactory approach to uniformity throughout." Continuing, the report says in part:

"Chicago is a point to which such a complete waterway as is here discussed will ultimately reach, though no doubt one or more branches to joints on Lake Michigan east of that city would be built. One class of especially favorable conditions at Chicago for interchange of traffic between rail and water transportation routes, that relating to railway concentration and administration, has already been referred to. The natural conditions, especially near South Chicago and in the northwestern corner of Indiana near the lake, are also peculiarly favorable for constructing commodious and well sheltered terminals for transfer of freight between railroad and barge lines, and navigable connection with the canals and waterways of the Illinois river system extending westward and southwestward, and with the present interior harbor and waterways of Chicago, could readily be made.

Bulk of Present Traffic.

"The bulk of the present enormous traffic on the Great Lakes consists of the movement of iron ore and grain from the west eastward to Lake Erie ports, and the reverse movement of coal and manufactured articles. A considerable amount of ore goes from Lake Superior to the head of Lake Michigan. An inland waterway as herein outlined would not materially affect the ore business, as the ore comes almost entirely from the Lake Superior region and the north end of Lake Michigan. Some coal would be handled in the canal barges, especially that for local consumption along the route, and a considerable grain business would no doubt develop, as grain received and transferred at Buffalo from lake vessels is already the most important part of the Erie canal traffic. It is very doubtful, however, if there would be any material competition with lake vessels for freight generally handled in bulk between Lake Michigan and Lake Superior ports and those of Lake Erie. It is anticipated that the principal functions of the waterway under discussion would be in transporting agricultural products, semi-manufactured materials, raw materials for building and manufacture and manufactured articles, especially those of great weight and large bulk like heavy machinery, structural steel, etc.; the general classes of freight now handled by the railroads that do not require quick dispatch and which the railroads find it the least advantageous to handle. The waterway, if a practicable undertaking, would be in the nature of a public highway, free to all who might desire to make use of it with the proper vehicles, paralleling the present privately owned transportation lines; drawing to itself the general class of freight business best adapted to it and least adapted to rail transportation, thus supplementing the existing transportation system and promoting the commerce and industries which depend upon, grow with, and in turn promote, increased transportation facilities. Conceding that existing railroads are inadequate under present demands in the region here considered, it can not be claimed that there is any unsurmountable physical obstacle to an indefinite increase in the rail transportation facilities through the best referred to; but railroads alone can not be advantageously developed into the most efficient transportation agents for such an amount and diversity of traffic as will call for scientific specializing of the business in the highest degree, where it is practicable to supplement them by water transportation, any more than water transportation which is inadequate can be so developed where it can be helped out by railroads.

Antagonism of Railroads.

"There has been in recent years a large amount of discussion of the antagonism of the railroads to water transportation and of the valuable functions of waterways as regulators of freight rates, aside from their usefulness as actual carriers of freight. These features of the matter have been emphasized on several occasions during the hearings and conferences that have been held with respect to the proposed improvement of the Maumee. This is no doubt a matter of serious importance locally at many of the towns that will be affected by the proposed improvement, but it must be considered with a proper sense of proportion in connection with the other questions involved. The adjustment of the relations between railroads and waterways in the matter of freight rates is regulated by the state in several countries of Europe, and in the United States a special tribunal is established by law which deals with interstate freight rates, excluding those wholly by water; but it is coming to be recognized that the whole matter rests rather on a basis of natural physical conditions and practical economics than on the personal views or inclinations of men engaged in the railroad business. The rivalries and competition among the different railroads themselves has quite as much to do with the subject as any general opposition on their part to waterways, and many of the present difficulties would have been avoided if the same order of ability, commercial instinct and foresight that the railroads were able to command had been enlisted earlier in behalf of the waterways. If there is any place in the country where a proper co-ordination of rail and inland water transportation will prove advantageous to the general welfare, it seems not unreasonable that the 800-mile belt between such great centers of population, commerce, and manufacturing industry as New York and Chicago, with the great industrial activities of all kinds that obtain throughout the belt itself, should offer a field for the most serious consideration of this question. The commerce on the water route here considered would probably not show an annual tonnage comparable with that of the Great Lakes or that of the Ohio river—waterways which have already been improved at great expense by the federal government—but the value per ton would be greater. The commerce would also more directly concern the people at large; and a smaller proportion of the commodities carried would be subject to corporate control than is the case on the lakes and on the Ohio.

Water Power Possibilities.

"It now remains to consider in general the nature of the improvements of the Maumee that would be undertaken to utilize it as herein suggested. The navigable channel should, of course, be adapted to the same type and size of boats that will be used on the Erie canal, and these will either be provided individually with propelling power or they will be towed by power boats. This removes the need of making provision for a towpath. There will be a good market for power in the cities of Toledo and Fort Wayne and other towns along and near the river, and it is quite probable that boats adapted to some form of electric power propulsion will be developed for use on the inland waterways. The Maumee has sufficient fall and volume of discharge to warrant considering water power development in connection with works for navigation improvement. A dam with water power and electric generating plant are now being constructed in the Auglaize river about three miles above where it empties into the Maumee at Defiance, and studies have been made with a view to constructing a similar plant at one or more points in the Maumee. I have no very definite information as to the results of these studies, except that it was not decided to undertake the construction of such plant by itself as a commercial enterprise. The general characteristics of the river indicate that the improvement would take the form of dams and locks to produce slack water navigation in the river, in connection with power development, at least up to The Bend above Defiance. Dredging and rock excavation will be required for certain portions of the channel, and the most expensive part of the improvement will probably be in the rapids section, between Maumee and Grand Rapids. From The Bend to Fort Wayne the problem of the best method of improving the river for navigation is less simple. A canal along a route similar to the old Wabash canal on the general level of the country would be the best location for local traffic and at the most convenient level for a port in Fort Wayne where there should develop a large shipping and receiving business, but the practicability of this would depend largely on the question of water supply. To make the river itself navigable over this stretch at all stages would involve dams and rectification of the channel, considerable expense for flowage damages along the main river and its tributaries, and difficulties with floods; but an advantage would be found in water storage in the well-defined and limited valley of the upper river by which to regulate the variations in navigable depths and the supply for the water power plants below. Special consideration should be given to questions of water conservation and economy, and no doubt a detailed study will involve both fixed and movable dams, with side channels in places, as well as the practicability of utilizing in part the present Miami and Erie canal for power or navigation, or both. A further investigation of the water supply and power questions, and an estimate of cost, will be necessary for a definite conclusion as to the advisability and worthiness of the proposed improvement."

In conclusion, Colonel Millis says: "I estimate that a complete survey of the Maumee river, with detailed plans and estimates for improvements and developments as herein authorized, would cost $25,000. A survey and investigation with close estimate of cost, but with general plans only of proposed works of improvement, could be made for $12,000, and such survey and estimate could be completed in about one year if the work can be undertaken at once."

Much of Historic Interest.

Colonel Millis' report embraces much that is of historic interest, aside from its bearing upon the canal proposition. He cites that from Toledo to Fort Wayne, in a direct line, the distance is 95 miles, and by the river it is about 125 miles. One hundred miles of the river is in Ohio and 25 miles in Indiana. Several of the towns in the region considered have extensive manufacturing interests, particularly Toledo and Fort Wayne. Besides the St. Joseph and the St. Mary's which unite at Fort Wayne to form the Maumee, the other important tributaries are the Auglaize river and Bean creek or Tiffin river, both of which join the main stream at Defiance.

The Maumee has evidence of being a very young stream which has been flowing through a generally flat country for so short a time that the valley is as yet very narrow, and the erosive action has done little more than cut through the lake sediments and glacial till to the rock surface underneath, except that there has been considerable cutting down of the rock near Waterville, and from just below Perrysburg to the lake the depth to rock below the stream bed, which is now of soft material, indicates that this portion of the channel was occupied by a preglacial stream when the level of Lake Erie was lower than at present.

Course of the Maumee.

The Maumee, continues the report, has a fairly direct course from Fort Wayne for the first eleven miles. It then becomes markedly sinuous and for the remaining portion down to The Bend above Defiance by river is nearly 39 miles, while by a direct line it is about 24 miles. This portion of the stream has a well-defined valley averaging something less than half a mile wide with steep banks. The bottom lands along the river are some 30 to 50 feet below the general level of the adjacent country. At ordinary low stage the Maumee has a single channel of a width gradually increasing from something less than 100 feet at Fort Wayne to 300 feet or more at Defiance. From Defiance the width increases regularly to about 2,000 feet at the Grand Rapids dam.

The navigable capacity of the river is at present very limited. A small steamboat drawing about three feet of water has been run in recent years from Toledo to Perrysburg. From that point to Grand Rapids no navigation is practicable on account of rocks and rapids. From the dam at Grand Rapids up stream about 1½ miles to the point where the canal again leaves the river the depth is sufficient for canal boat navigation, 5 feet or over, and the same is true between Defiance and the dam 4 miles below that point. There are also other stretches of the river below Defiance where depths of 6 feet and over, upto 14 feet, are found. Between Defiance and Fort Wayne the low water depths are 2 to 4 feet, and the slope and current are moderate, but the river is very crooked, though it has a fairly good width.

Broad Scope of Project.

No demand for river improvement solely with the object of improving the Maumee alone has been heard of from any source. The relations of the Maumee river, if improved for navigation purposes, to the enlarged Erie canal and the proposed waterway from Lake Erie to Lake Michigan were the principal and in fact almost the only features of the subject discussed by those interested at the various conferences and public hearings that have been held in preparation for this report.

Under the law and the instructions relative to preliminary examinations and surveys of rivers, etc., a more comprehensive treatment of the subject is, however, demanded, and a broader consideration should be therefore given to the present and prospective commercial importance of the project covered by this report and the benefits to commerce at large likely to result from it. A proper consideration should also be given to other uses of the stream affecting navigation, including the co-ordination of any works for improving navigation with the development and utilization of water power for commercial and industrial purposes.

The plain deduction is, says the report, that if the utilization of the Maumee river for navigation is found to be practicable and economical, it will be as forming a link in a more extended route adapted to inland water navigation that will conform in general direction and location to the present main lines of east and west flow of commerce through the belt here considered, and that incidental to the question of development of the river for navigation purposes is that of utilizing the water that will be made available.

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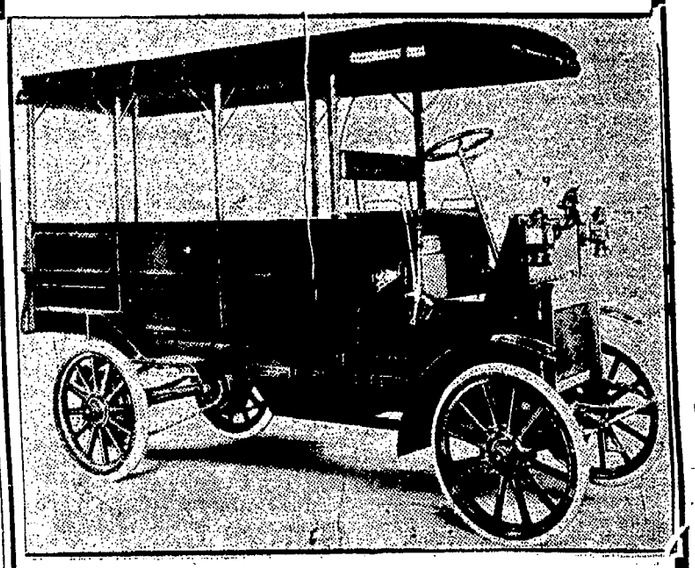

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Though one of Fort Wayne's newest enterprises, yet it is doubtful if there is one of the older concerns with more experience in its chosen line.

THE NATIONAL WATERWAYS COMMISSION RECOMMENDS SURVEY FOR CANAL.

Further legislation to protect waterways against railway corporations; to establish amicable relations between the two and to promote federal co-operation with local interests in construction of canals was urged in the first report of the national waterways commission to congress early in the present month.

The report declares that the federal government within the comparatively near future must inevitably assume control of some features of water power regulation.

The commission recommends that army engineers be assigned to supervise the proposed canal to connect the Ohio river near Pittsburg with Lake Erie, when $10,000,000 cash and $5,000,000 in bonds are made available by the communities interested. The secretary of war, however, may demand that these amounts be increased. The commission recommends that when work on the canal is begun that congress appropriate for an adequate harbor in Indian creek, on the Lake Erie end, and to improve the Ohio river in the Pittsburg district. These improvements are to be completed when operation of the canal begins, but the government is not to be required to buy any land and is not bound to assume any financial responsibilities whatever.

A survey for a canal from Lake Erie to the southern end of Lake Michigan is recommended and the commission concluded from its present information that the most feasible route would be through the Maumee river by way of Fort Wayne and that fourteen feet would be a practical depth.

It recommends increased power for the interstate commerce commission to govern joint rates and through routes between rail and water lines, to compel physical connections between them and to compel railways to charge less than local rates to all lake and river ports on through traffic exchanged with domestic boat lines.

The commission points to the traffic possibilities of the Lake Erie and Ohio canal and says substantial reductions of railroad rates may be expected to follow its operation. The Lake Erie-Michigan canal would obviate the detour around the Michigan peninsula and give a more direct water route from Chicago to New York.

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Officers National Rivers and Harbors Congress for 1912.--P. A. Randall in List.

The moving force behind the efforts at a development of the waterways of the country is the National Rivers and Harbors congress, which has given much assistance to the Fort Wayne project. The complete list of officers for 1912 is as follows:

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Montana—[illegible], Fort Benton.
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O. N. Kennedy, [illegible]
L. J. F. Rooney, Tulsa, Okla.

Missouri Valley District.

Hon. Edgar C. Ellis, Kansas City, Mo.
I. P. Baker, Bismarck, N. D.
Harry L. George, St. Joseph, Mo.
W. B. Wait, Chamberlain, S. D.

Pacific Coast District.

A. H. Devers, Portland, Ore.
George C. Pardee, Oakland, Cal.
D. E. Skinner, San Francisco, Cal.
Prof. W. D. Lyman, Walla Walla, Wash.

Waterways the Aeroways of the Future.

Glenn H. Curtiss, whose recent feats with his hydro-aeroplane on San Diego bay, Cal., have created world-wide interest, is going to provide a new and striking argument in favor of the reopening of the neglected waterways of the country.

He believes that aeroplanes capable of landing on and rising from the water will be the flying machine of the future and that the waterways will be the logical routes for aerial traffic.

Mr. Curtiss contends that it is as much the duty of an enlightened government to spend money on "aero-ways" as to authorize the expenditure of hundreds of thousands of dollars for the improvement of the roads, as has been done since the advent of the automobile.

It is not Mr. Curtiss' idea that the canals should be reopened for the exclusive use of aviators. The aeroplane flying 500 or 1,500 feet above the water would not interfere in any way with navigation. The aviator in his long cross-country trips would only use the water when he wanted to come down for gasoline or put up for the night.

If Mr. Curtiss is correct in his ideas about the future of aviation, the time is not far distant, perhaps, when hangars and aeroplane repair stations will be as familiar along the banks of canals as the little houses of the lockkeepers.

It was during this first experience with pontoons under his biplane on Lake Keuka nearly three years ago that Mr. Curtiss first began to think it was only a matter of time before a machine capable of alighting on and flying from water as well as from dry land would be one of the most widely recognized types of aeroplanes.

In these early tests with a water-landing aeroplane Mr. Curtiss used the old "June Bug," which, for the time, he renamed "The Loon. Pontoons were attached to the landing skids, but all attempts to rise from the water were unsuccessful. Later Mr. Curtiss mounted his machine on sealed watertight canoes, but again he failed to get into the air. He managed to attain a speed of forty-five miles an hour, but the sterns of the canoes would not leave the water. Their shape exerted an extraordinary powerful suction.

After his flight from Albany to New York over the Hudson river Mr. Curtiss became convinced that the waterways of the country were the natural aerial routes, and he at once set his mind upon developing his hydro-aeroplane.

Every experienced aviator knows that a canal or a winding stream is the easiest landmark to pick out from a height of a thousand feet or more. Long after it is possible to distinguish between a wood of tall timber and a turnip field or to pick out the hills from the valleys the smallest waterway can be seen reflecting the light of the sky.

Sooner or later all countries will have to pass laws to govern the way aeroplanes shall be moved in the air. The United States government has for some time been watching the passage of aerial laws abroad. The Royal Aero Club of the United Kingdom and the Aero Club of France are both prepared to assist their respective governments in the drafting of aerial laws. As early as 1900 a proposed legislative draft consisting of thirty-two paragraphs dealing with the subject was discussed at the annual conference of the Institute of International Law, although at the time the laws antedated practical conditions.

The lack of laws dealing with the new means of transportation has already led to trouble abroad. Suits have been brought by farmers in France and England seeking to restrain aviators from frightening sheep and cattle and battening down standing crops with the draught of their propellers by passing over their land.

Mr. Curtiss holds that rivers and canals are the most desirable aerial routes both from the point of view of the aviator and the safety of the public.

He has already shown that it is possible to get away from and come to rest on the water.

The Hammondsport inventor does not stand alone in his opinions on the part water is going to play in the development of aviation. The Detroit Aerial Navigation company, a recently incorporated offshoot of the Detroit and Cleveland Steamship company, is planning to build hydro-aeroplanes to skim over the surface of the lakes between Detroit, Toledo and Cleveland.

The Detroit invention, it must be said, is not expected to fly any great distance or at any great height. The rush of air will catch the planes and lift the boat perhaps eight or ten feet. The tailpiece will always be in the water, sustaining her in steady flight.

Many of the canals at the present time, as is well known, are in a sadly neglected condition. The Delaware and Hudson canal, that runs from Rondout near Poughkeepsie, to Honesdale, Pa., for instance, is in parts quite dry. The retaining banks have broken down and extensive repairs would have to be made before it could be used again.

An item in a western paper twenty years ago read: "One thing they can't say of Ira J. Lacock, of Hiawatha—that he is lazy. He lies in bed and dictates letters and even his broken leg is knitting."

Fully one thousand singing societies, with a membership of 100,000 are expected to take part in the "Concours International de Musique," to be held in Paris this summer.

Chief of Army Engineers on Niagara Preservation.

The expert testimony of General William H. Bixby, chief of engineers, United States army, upon the subject of Niagara Falls preservation, has been issued from the government printing office. He tells of the result of the engineers' investigations as to the effect of present diversions of water upon the navigation of Lake Erie and the Niagara river.

"The present effect that we get on the Niagara river," says Gen. Bixby, "is about five inches at the head of the rapids above the falls, and the present effect of the total diversion is only about an inch and an eighth on Lake Erie, so that, so far as navigation is concerned, I should not think them anything serious."

The treaty with Canada, which has not yet gone into effect, puts a limit of 20,000 cubic feet a second upon power diversions on the American side, the limit now being 15,600 cubic feet.

"So far as navigation and scenic beauty are concerned, I do not know of anything in my office that shows that the increase (i. e. of 4,400 cubic feet) would seriously effect the two; the effect of the diversion of this 4,400 cubic feet around the Falls would be practically imappreciable."

At present the diversions on the Canadian side are limited by the law which forbids the importation of more than 160,000 electrical horsepower into the United States, there being no market in Canada to absorb all the available power. On this point Gen. Bixby says:

"I do not expect to see but a very few years elapse before Canada will use every bit of water it can take and the United States will use every bit of water that it can take; and if the Canadians have any trouble in exporting the power from Canada, I do not think it will be more than a few years before they will be using it up at home."

The waterways treaty between Canada and the United States, designed to protect navigation and scenic beauty, limits total diversions to 56,000 cubic feet a second out of a total flow over the Falls of 240,000 cubic feet. The engineering experts, upon whose investigations the treaty was based, determined by tests that this limit would preserve the beauty of the Falls permanently and yet permit industrial development by the use of cheap power.

The area of Europe is about 3,700,000 square miles, while that of Texas is 265,000 square miles. But the Lone Star State is not to be "sneezed" at as an empire. It is bigger than France, bigger than the whole German Empire, bigger than Austro-Hungary, bigger twice over than the United Kingdom. It is rich in natural resources, and if settled as thickly as little Belgium it would have a population of 265,000,000, or nearly three times the present population of the entire United States.

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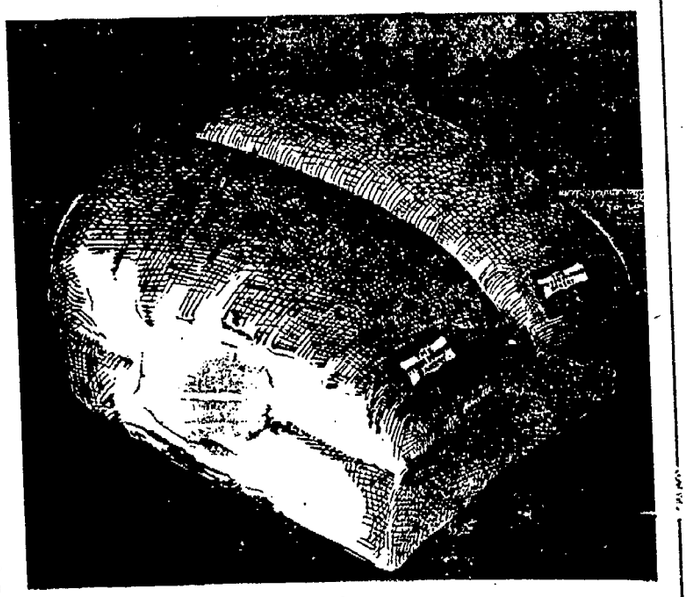

The growth of the Myron Downing bakery has been in consonance with the development of the general business interests of Fort Wayne. Purchased from the National Biscuit company in 1908 the business has gone forward by leaps and bounds, due not only to the pursuance of business methods, but to the fact as well that the most sanitary conditions in the conduct of a bakery is one of the most valuable assets in building up a business of this sort.

The leading brand of bread produced in the Myron Downing bakery is the DOMESTIC, popular with all classes of consumers because it is the most high-class bread on the market.

The business of the bakery extends all over northern Indiana and the excellent goods are shipped to towns within a radius of sixty to seventy miles.

The bakery is now equipped with four large Peterson ovens of the very latest pattern, as well as a dough divider and molding machine of the latest patents, which give a capacity of 2,000 loaves of bread per hour.

Mr. Downing is a bakery man of wide experience as well as having had long experience in the sale of such articles, having traveled for Louis Fox and for the National Biscuit company for a period of over twenty years.

Mr. Downing has been highly complimented for the cleanliness of his bakery and the splendid sanitary conditions that are always maintained, insuring absolute purity of the output. The general public is invited at all times to visit the bakery and satisfy themselves in this regard.

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